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STATE OF NEW YORK

FOURTEENTH ANNUAL REPORT

OF THE

PUBLIC SERVICE COMMISSION

SECOND DISTRICT

FOR THE YEAR ENDED DECEMBER 31, 1920

COMMISSIONERS

CHARLES B. HILL, Chairman
FRANK IRVINE
JOHN A. BARHITE
JOSEPH A. KELLOGG
GEORGE R. VAN NAMEE¹

THOMAS F. FENNELL

¹ Appointed April 1, 1920, vice Fennell, term expired.

LEDYARD P. HALE
Counsel

FRANCIS X. DISNEY
Secretary

VOLUME I

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1921

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LETTERS OF TRANSMITTAL

STATE OF NEW YORK,
PUBLIC SERVICE COMMISSION, SECOND DISTRICT,
ALBANY, *January 10, 1921.*
HONORABLE JEREMIAH WOOD, *Lieutenant Governor, Albany,*
N. Y.:

DEAR SIR: I have the honor to transmit herewith the Annual Report of the Public Service Commission, Second District, for the year 1920.

Very respectfully,
CHARLES B. HILL,
Chairman.

STATE OF NEW YORK,
PUBLIC SERVICE COMMISSION, SECOND DISTRICT,
ALBANY, *January 10, 1921.*
HONORABLE H. EDMUND MACHOLD, *Speaker of the Assembly,*
Albany, N. Y.:

DEAR SIR: I have the honor to transmit herewith the Annual Report of the Public Service Commission, Second District, for the year 1920.

Very respectfully,
CHARLES B. HILL,
Chairman.

STATE OF NEW YORK,
PUBLIC SERVICE COMMISSION, SECOND DISTRICT,
ALBANY, *January 10, 1921.*
HONORABLE NATHAN L. MILLER, *Governor, Albany, N. Y.:*

DEAR SIR: I have the honor to transmit herewith the Annual Report of the Public Service Commission, Second District, for the year 1920.

Very respectfully,
CHARLES B. HILL,
Chairman.

STATE OF NEW YORK

PUBLIC SERVICE COMMISSION, SECOND DISTRICT

To the Legislature:

The year 1920 was one of greatly increased activity on the part of this Commission, owing to immediate and sometimes acute problems which faced large numbers of the corporations under its jurisdiction. One result was the necessity for determining a larger number of rate applications than were disposed of in the first ten years of the life of the Commission, while the other branches of the work also showed more than usual volume.

With respect to jurisdiction over intrastate fares on New York railroads engaged in interstate commerce, the Transportation Act, approved February 28, 1920, contained provisions which, as interpreted by the carriers and by the Interstate Commerce Commission, clothed the latter body with power to remove discrimination between intra- and interstate rates by treating all intrastate rates which were found to be lower than interstate rates as discriminations *per se* against the latter class of rates. Pursuant to the provisions of this act, the Interstate Commerce Commission granted certain freight and passenger increases to all these interstate carriers. Such freight rate increases, not being in violation of any statute of the State, nor of any order of this Commission, were not complained of to this Commission; on the contrary, in the absence of objection from the public, the Commission shortened the time of publication, specified in the statute to make the same applicable to intrastate rates, subject to complaint and alteration. The proposed passenger rate increases were, however, found to be in excess of the statutory limitations prescribed by the Legislature of the State of New York. The steam railroads of the State, upon their applications to this Commission for leave to make such increases, did not make any claim that the rates fixed by the statutes of the State were unreasonable or

unjust because too low, but relied solely upon the ground that as matter of Federal law intrastate fares must be at least as great as the interstate fares awarded by the Interstate Commerce Commission by its order dated July 29, 1920. The Commission refused to grant the increases upon the ground advanced without proof other than that furnished by the order of the Interstate Commerce Commission respecting interstate fares. The Commission also began proceedings in the Supreme Court against The New York Central Railroad Company to compel that company to restore the statutory rate of two cents per mile for way passengers between Albany and Buffalo. Although defeated in the trial court in this action, the Commission was sustained in the Appellate Division and also in the Court of Appeals. Upon invitation of the Commission, the Attorney General joined in the prosecution of this action and rendered valuable assistance therein. The steam carriers, however, upon application to the Interstate Commerce Commission, secured an order from that body, over the objections of this Commission and of the Attorney General, declaring the state rates to be a discrimination against the interstate rates which had been fixed by the Interstate Commerce Commission, and directing that the interstate rates supplant the New York statutory rates. A temporary restraining order was secured by the Attorney General in the Supreme Court, but this order was subsequently vacated by the special term in the Third Judicial District so far as related to the New York Central, the Erie, the Lackawanna, the Lehigh, the Delaware and Hudson, and other railroads operating up-state, although sustained *pendente lite* by the special term in Brooklyn as to the Long Island and Staten Island railroads. Contemporaneously the principal railroad companies have begun actions in the United States District Courts for both the Northern and Southern Districts of New York to restrain the Commission and the Attorney General from taking any action in the courts of the State either to enforce the statutes of the State relating to intrastate fares or for penalties for the violation of state statutes. All the railroads of the State, except the railroads on Long Island and Staten Island, are now charging a minimum passenger rate fixed by order of the Interstate Commerce Commission November 13, 1920, at 3.6 cents a mile. The Attorney General has advised the Commission that

action will at once be instituted by him in the Federal courts to test the validity of such action.

In this connection we beg to point out that the Transportation Act furnishes a measure of compensation to the railroads which is quite at variance with that "justness and reasonableness" which form the groundwork of the state statutes. Under the Federal act, rates may be imposed without regard to their particular reasonableness. That act is in its essence not a rate structure but a remedial statute designed to secure for the railroads, as a whole, increased revenues, without special regard to the needs of the particular corporation or to the value of the service rendered. The state law on the contrary furnishes as a measure of rates that which is just and reasonable in the particular case. The two methods of fixing rates are not reconcilable.

One result of the passenger rate of 3.6 cents per mile so made applicable to New York intrastate rates by the Interstate Commerce Commission regardless of state statutes and of state control, is that the fixing of such rate rests upon the assumption that the quality of the intrastate service is, taken as a whole, equal to the quality of the interstate service. As a matter of common knowledge such is not the fact. It is true only to a small degree, and applies only, if at all, to the main lines. The passenger service on the branch lines penetrating all parts of the State is notoriously not of the same quality as to speed, or wholesomeness, or comfort, or reliability, or value to the passenger. All except the main lines are single track, carrying both passenger and freight traffic, and the freight traffic is too often given preference over the schedules of passenger trains. Passenger trains on all but the main lines mostly carry express and large quantities of milk and cream cans which must be loaded or unloaded at every station: a process requiring a much longer time than taking on and letting off passengers. In short, the order of the federal commission compels the great mass of intrastate passengers to pay a first-class rate for a second-class and in many cases a third-class service, solely because some of the traffic of such roads, in many cases a negligible percentage of the whole, moves across the state boundary.

The resistance of this Commission to the supersession of state

legislative rates by rates imposed by Federal authority was not based upon any desire on its part to enter upon a contest for power as between the state and federal commissions. It was fully realized that the condition of the steam carriers of the country had demanded and received most serious consideration at the hands of the Congress and that its action thereon was of great moment. Nor did there seem any doubt that the carriers needed a large measure of financial assistance which could only be given as a result of Federal legislation. At the same time, the Commission felt called upon to hold itself responsible for presenting to the courts the question whether or not the state legislative rates could thus be overridden by Federal power. The Commission assumed the position that it possesses power as the agent of the Legislature to increase the state legislative rates if on application of the carriers they are shown to be unreasonably low, on the authority of *People ex rel. Ulster & Del. R. R. Co. v. Public Service Commission*, 171 A. D. 607, and that inasmuch as the State has thus created the appropriate mechanism to make the necessary adjustment of intrastate to interstate rates, the way is clear to the steam carriers to secure all necessary relief in the respects complained of from the state commission. In the view of this Commission, furthermore, the fact that an intrastate rate differs from an interstate rate does not of necessity imply that the first named rate is unjustly discriminatory. That the reverse may be the case has in earlier contests been held by the Interstate Commerce Commission itself. Many of the New York roads perform a relatively small percentage of interstate business, notwithstanding which the interstate rate is thus made the measure of all the rates. If the view must now prevail that solely on the ground that an intrastate rate differs from an interstate rate the Interstate Commerce Commission may supplant it with the interstate rate, then all state control over intrastate rates, so far as concerns railroads which in any degree perform interstate service, is at an end. This affects substantially all the steam carriers operating within the State.

Another provision of the Transportation Law transfers from this Commission to the Interstate Commerce Commission all supervision of the capital issues of railroad corporations engaged

in interstate commerce even though organized under the laws of the State of New York. The Commission has felt it to be its duty also to test in the courts the power of the Federal Government to deprive the State Government of power to regulate the capitalization of corporations organized under its own laws, and has instituted appropriate legal action to that end.

POLICE POWER—AUTOMATIC TRAIN CONTROL

The police power of the Commission as respects railroad facilities has not been affected by the Transportation Act, and the usual activities have been pursued and are reported below in detail.

Within the past two years the occurrence of serious rear-end collisions on steam railroads has again directed attention to the advisability of the installation of automatic train control on the larger steam roads. In 1919 the Commission made an extensive investigation of the subject, which was followed in 1920 by the creation, at the invitation of The New York Central Railroad Company, of a joint committee of representatives of this Commission and of the company, charged with the duty of reporting on available devices for an experimental installation and the selection of a section of the railroad on which to make a test. The Commission anticipates that the work of this committee will result in the first definite step toward automatic train control being undertaken within the State during the present year, and that the result will be of more than statewide importance.

GRADE CROSSING ELIMINATIONS

Owing to unsettled financial conditions, the abolition of grade crossings has proceeded slowly during the past year, the work of the Commission being largely confined to the prosecution of existing undertakings, the principal exception being the Court Street crossing at Watertown and the Brown Street crossing at Rochester. This important work should not be allowed to languish, and a new appropriation to cover the State's share of the expense of new eliminations which will be necessary is strongly urged.

ELECTRIC RAILROADS

Detailed statements in the body of this report indicate that increased rates on nearly all the electric railroads in the State have been required during the past two years. Many of the companies have received more than one increase. On the whole, the public response to the necessities of the railroads for additional revenues has been characterized by fairness and good sense. Naturally, serious difficulty has been experienced in those municipalities which have contracts with local traction companies legally limiting the rates of fare to levels which the utilities have found to be unprofitable. Many of the communities have waived such limitations and thus conferred jurisdiction upon the Commission. We again urge that the Commission be clothed with such measure of power over such rates as is still possessed by the Legislature. The Commission continues to find embarrassment in requiring a full measure of service from railroads as to which it lacks the power to regulate rates.

In general, the financial condition of this class of properties is far from satisfactory. In the case particularly of suburban and interurban roads the very general use of the private automobile has been found to be an exceedingly grave factor. While this competition also affects the urban roads, its effect upon that class of traffic is much less marked.

Too great generalization should not be indulged in when remedies for existing conditions are sought. It is interesting to note that at its next midyear conference the American Electric Railway Association intends to centralize its attention on electric railway financing, including such features as the proper proportion of capital securities which may be represented by interest bearing debt, and the disadvantage of the present large degree of absentee ownership and control. Individual management, enterprise and efficiency, and the acquisition of the confidence of patrons in the honesty and fairness of business methods, are as important in their results in the public utility field as they are in other channels of commercial endeavor.

SERVICE AT COST PLAN

Some of the cities have given much study to what is termed service at cost plans for urban street car service, the general design

being to regulate fares by an agreement between the utility and the city by virtue of which the rates will be expected to change automatically in agreement with the varying income over and above costs of operation, the correctness of the accounting being attempted to be assured by the participation of the city authorities in the management. This would mean in large degree at least the substitution of so called automatic regulation for that which is now administered by the Commission. It is understood that legislation designed so to enlarge the corporate powers of the municipalities as to permit their participation in such plans will be presented to the coming session of the Legislature, and that the railroad corporations whose rights are involved are unanimously in favor of such legislation.

While the Commission has no inclination to oppose the exercise by the communities of a large measure of home rule with respect to their local utilities, we respectfully suggest that so important a departure from a long established policy, of regulation of these utilities as may be involved in the proposed legislation should not be adopted without the most careful scrutiny.

GAS COMPANIES

Those utilities engaged in the business of manufacturing gas and distributing the same for general use have within the past year been adversely affected to a very serious degree by acute increases which have taken place in the costs of gas coal and gas oil, those being the commodities from which the output of such utilities is produced. These increases have been extremely large and have called for prompt recognition by the Commission in the readjustment of rates of such companies. While it is hoped that these sensational advances in costs of coal and oil are of only a temporary nature, it is of course impossible to foresee the ultimate result. In readjusting rates to meet these conditions the Commission has fixed higher rates for short periods, generally not exceeding six months, to the end that in case of a reversal of the conditions further readjustments may be promptly accomplished.

NATURAL GAS

There are under the jurisdiction of the Commission about forty corporations and individuals engaged in the distribution

of natural gas for industrial and domestic consumption. A comparatively small proportion of this commodity is produced in this State, the remainder being piped from Pennsylvania. Owing to an apparent shortage in the supply and an increasing demand, few of these distributors are delivering the product at safe and adequate pressure, the result being numerous complaints regarding service. Acting upon authority conferred by recent legislation, the Commission has after notice and hearing made orders restricting industrial use, prohibiting the employment of wasteful devices and practices, and regulating pressure. The prospects are that many of these utilities will at a not distant date find it necessary to augment their natural gas supplies with manufactured gas as recently authorized by the Legislature.

The New York legislation and commission regulation governing the distribution of natural gas, with a view to solving the difficulties attending that business, are in our opinion in advance of action so far taken in the other natural gas States.

ELECTRIC LIGHTING AND POWER COMPANIES

Utilities of this character have made much the best showing as compared with other public service enterprises. A comparison of the charges for electric energy for such utilities in this commission district, excluding those serving populations of less than 20,000, indicates an average decrease in the net charges for commercial metered lighting in 1919 of 11 per cent as compared with similar charges in the year 1914.

The explanation seems to be largely attributable to the increase in the development of hydro-electric power during the period named as compared with a decrease of the generation of electric power from steam. This fact furnishes the strongest possible argument for the conservation and development of the water powers of the State.

REGULATION OF GAS AND ELECTRIC RATES

In its last annual report this Commission said: "The Court of Appeals has held (*People ex rel. Municipal Gas Co. v. P. S. Comm.*, 224 N. Y. 156; *Municipal Gas Co. v. Public Service Comm.*, 225 N. Y. 89) that while a statute fixing a maximum rate for gas, valid when enacted and for ten years thereafter,

may become unconstitutional and void by reason of changed conditions affecting costs of service, it nevertheless remains a valid restraint upon the jurisdiction of the Public Service Commission. The practical effect of the decision is that the gas companies whose rates are limited by statutes may fix their own rates, which the Public Service Commission may not regulate because it is powerless to allow any rate above the statutory maximum. Amendments to section 66 and section 72 of the Public Service Commissions Law are needed to remedy the evil pointed out."

A bill which was introduced at the last regular session designed to accomplish the end suggested was not enacted into law. The experience of the past year has served to emphasize the need of legislation along the line suggested, and we renew our recommendation at this time.

Further, with respect to both gas and electrical companies, the Commission renews the suggestion which it has repeatedly made, that the right of suspension of the rates of these utilities and the law respecting the burden of proof in proceedings involving such rates be made substantially uniform with the statutes governing railway rates.

TELEPHONES

Particular attention is directed to the detailed report of this department which will be found on later pages. The appropriation of \$50,000 which was made available for the Commission in connection with the up-state rate complaints remains substantially intact, and will be used only in case, in the judgment of the Commission, its expenditure can be wisely made. The action of the special session giving the Commission the power of suspension, and also affecting the burden of proof in telephone rate cases, we believe to have been wise and proper. The conditions respecting service in the city of New York are also treated with particularity.

AUTO BUS LAW

The use of auto bus transportation in all parts of the State has shown a recent tendency greatly to increase, with the result that the Commission is constantly engaged in passing upon the propriety of the issuance of certificates of public convenience and

necessity. In such cases it is found, however, that the statute law governing such operations is confusing, and the Commission recommends that its powers and functions with reference to this class of utilities be more clearly stated and defined.

PROVISIONAL ADJUSTMENT OF RATES

The Commission has at times felt that a just and proper amendment to the statute governing its rate-making power would be a provision authorizing it, on a *prima facie* showing after notice and hearing, to direct a temporary increase or decrease in rates pending final determination of a complaint, upon such terms or security as would protect the interests both of the public and the utility in harmony with the final determination. The Commission may later present a bill to the Legislature in conformity with this suggestion.

SUMMARY OF CASES RECEIVED AND DISPOSED OF

<i>Received:</i>	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920
Formal cases.....	459	757	633	634	657	707	649	666	486	456	409	592	877
Correspondence complaints, general.....	1147	1088	1452	1713	2227	2158	1726	1352	1219	1330	1002	1109	1255
Informal telephone complaints.....													1364
Informal natural gas complaints.....													2900
Totals.....	1806	1845	2085	2347	2884	2865	2375	2018	1705	1786	1411	1701	6396
<i>Disposed of:</i>													
Formal cases disposed of 1920.....													861
Correspondence complaints, general, disposed of 1920.....													1185
Informal telephone complaints disposed of 1920.....													1364
Informal natural gas complaints disposed of 1920.....													2004
Total.....													5414

The number of auto bus applications received during the year was 49, all for certificates of convenience and necessity. These were disposed of as follows: 36 were granted, 7 denied, 3 are pending, 3 petitions were withdrawn.

HEARINGS BEFORE THE COMMISSION

From January 1, 1920, to December 31, 1920, the Commission held 1161 hearings, of which number 522 were held in Albany, 139 in New York city, 184 in Buffalo, and 316 in various other places within the State.

EXPENSES OF THE COMMISSION

The expenses of the Commission from its inception to June 30, 1920, have been as follows:

July 1, 1907, to September 30, 1908.....	\$307,734.05
October 1, 1908, to September 30, 1909.....	276,575.41
October 1, 1909, to September 30, 1910.....	295,443.08
October 1, 1910, to September 30, 1911.....	342,739.47
October 1, 1911, to September 30, 1912.....	372,323.04
October 1, 1912, to September 30, 1913.....	373,068.21
October 1, 1913, to September 30, 1914.....	405,955.22
October 1, 1914, to September 30, 1915.....	438,056.79
October 1, 1915, to June 30, 1916 (nine months).....	296,461.01
July 1, 1916, to June 30, 1917.....	378,524.66
July 1, 1917, to June 30, 1918.....	367,433.66
July 1, 1918, to June 30, 1919.....	378,538.74
July 1, 1919, to June 30, 1920.....	411,778.81
Appropriations for fiscal year commencing July 1, 1920.....	448,790.00
Request submitted to proper state authorities for the fiscal year to commence July 1, 1921.....	522,080.00

As explained in previous reports, the increase in expenses during the years ended September 30, 1914, and September 30, 1915, was due to the cost of the investigation of the properties, affairs, and rates of charges of the New York Telephone Company within the city of New York, the regular expenses of the Commission aside from that extraordinary item during these years having been \$398,033.02 and \$402,564.37 respectively. For purposes of comparison there may be added to the \$296,461.01 reported for the nine months ended June 30, 1916, the sum of \$88,774.51, representing expenses during the months of July, August, and September, developing a total for the twelve months' period of \$385,235.52.

The progressive increases in expenses of \$33,240 for the year ended June 30, 1920, and of \$37,012 in the appropriation for the current fiscal year, considered in connection with the much greater increase of \$73,290 in the requested appropriation for the coming fiscal year, will naturally challenge attention. The explanation of these increases, totaling in the three years about 37 per cent, is found in the increased volume of business done, the general advance in cost of materials, supplies, and services, and also such salary increases as were indispensable to retain the employees of this department. It will be noted, nevertheless, that during the period named the activity of the department has increased out of proportion to the increased expense.

The above figures do not include any expenses in connection with the printing of the annual reports of the Commission which were formerly classed as legislative printing and charges for which are not subject to review by this Commission.

The foregoing does not include the estimated amount of the State's share of expenses incurred in grade crossing eliminations ordered by the Commission, nor does it include the amount actually expended for such purposes.

CORPORATIONS' UNDER JURISDICTION

December 31, 1920, the Commission had upon its records the names of 955 corporations, municipalities, and unincorporated persons engaged in serving the public in some capacity, or incorporated or organized for the purpose of rendering such service.

They are classified as follows:

<i>Steam Railroad Corporations</i>			
Operating.....	56		
Not operating, either inchoate or dormant.....	10		
Not operating, lessor.....	66		
			132
<i>Street Railroad Corporations</i>			
Operating.....	69		
Not operating, either inchoate or dormant.....	6		
Not operating, lessor.....	17		
			92
<i>Express Companies</i>			
Operating.....	2		
Not operating, either inchoate or dormant.....	1		
			3
<i>Sleeping Car Company</i>			
Operating.....	1		
			1
<i>Baggage Companies and Transfer Companies</i>			
Operating.....	65		
			65
<i>Stage Coach Corporations</i>			
Operating.....	88		
			88
<i>Stock Yard Company</i>			
Operating, unincorporated person.....	1		
			1
<i>Freight Terminal Corporations</i>			
Operating.....	1		
Not operating, either inchoate or dormant.....	2		
			3
<i>Electrical Corporations</i>			
Operating.....	195		
Operating, unincorporated persons.....	59		
Operating, municipalities.....	53		
Not operating, either inchoate or dormant.....	22		
Not operating, lessor.....	7		
			341
<i>Coal Gas or Water Gas Corporations</i>			
Operating.....	21		
Operating, unincorporated persons.....	1		
Operating, municipality.....	2		
Not operating, either inchoate or dormant.....	2		
Not operating, lessor.....	1		
			27
<i>Coal Gas or Water Gas and Electrical Corporations</i>			
Operating.....	40		
Not operating, either inchoate or dormant.....	3		
			43
<i>Natural Gas Corporations</i>			
Operating.....	34		
Operating, unincorporated persons.....	6		
Not operating, either inchoate or dormant.....	1		
			41
<i>Electrical and Natural Gas Corporations</i>			
Operating.....	2		
			2
<i>Coal Gas and Natural Gas Corporation</i>			
Operating.....	1		
			1

<i>Acetylene Gas Corporations</i>		
Operating.....	7	
Operating, unincorporated persons.....	2	
Operating, municipalities.....	2	11
<i>Gasoline Gas Corporations</i>		
Operating.....	5	
Operating, unincorporated person.....	1	6
<i>Steam Corporations</i>		
Operating.....	8	8
<i>Telephone Corporations</i>		
Operating.....	94	
Operating, unincorporated persons.....	7	
Not operating, either inchoate or dormant.....	1	102
<i>Telegraph and Cable Corporations</i>		
Operating.....	4	4
		971
Less duplication on account of corporations which make separate reports in two or more classes of operations or for distinct properties.....		16
Total.....		955

DIVISION OF STATISTICS AND ACCOUNTS

There have been two outstanding features of the work of this division during 1920. The first is the extent to which the records which it has accumulated since the Commission was organized, in the form of annual and quarterly reports from corporations under supervision, have been used for the settlement of the rate cases which have taken so much more of the Commission's time during the past year than ever before. A large amount of work has gone into the collection of these records. The reports have been carefully examined and errors and omissions have been corrected so far as possible, although it must be admitted that without a system of examining the original books and records from which the reports are prepared, criticism and correction of the reports from purely internal evidences of inaccuracy are not wholly satisfactory. As pointed out in the Commission's annual report for last year, there now exists no adequate machinery for thoroughly enforcing accounting and statistical regulations nor for assisting those concerns whose trouble is ignorance of good business methods rather than intent to deceive. There is a considerable amount of monotonous routine to the examination and correction of reports and the compilation of abstracts from them, and this is made more irksome by the realization that the most difficult part of the task could so much more easily — and in the long run, more cheaply, because more effectively — be accomplished by field examiners. Because of these conditions a doubt has sometimes arisen in the minds of the more thoughtful workers at the tasks of the division whether in some degree the results obtained were not incommensurate with the energy expended. The experience of the past year should have been a good answer to any such question. The Commission has had to decide in the last twelve months many more rate cases than in all the years together from 1908 to 1918, and in nearly every case the annual reports on file with the Commission have furnished a most important part of the evidence necessary for decision, and in some instances practically all the evidence. The usefulness of such reports and the value of such criticism of them by correspondence as is necessary to keep them reasonably accurate have been amply demonstrated.

The second feature of the division's work has been its inability to obtain the services of competent employees within the salary

limits of available appropriations. This is particularly true in the higher grade positions. Men and women with good accounting and statistical training have been in great demand during the past year or two, and the State has been unable, or unwilling, to meet the competition of industrial and commercial enterprises. The Civil Service Commission has held examination after examination without tempting more than a very few candidates to try them. When eligible lists have been established they have been very short ones, and when canvassed have usually brought forth only one or two replies, naming the maximum salary of the grade as the minimum which the candidate would be willing to accept but which was generally more than the Commission was able to pay. As a direct result of this situation, aggravated by an unusual amount of special work on rate cases, the division's regular programme of examining, correcting, and abstracting annual reports is far behind where it ought to be.

The annual reports on file with the division have been by no means used solely by the Commission itself. They are by statute public documents, and there is constant reference to them, made by municipalities, investment bankers, and public service corporations, to name the most important classes of those who avail themselves of the great store of information which these records contain. During the year 275 receipts were signed for the privilege of examining these reports at the office of the Commission; and in addition, the division gave out a very considerable amount of information through correspondence in the form of answers to questions, special statements, and abstracts or copies of individual reports or parts of reports.

It must be regretfully stated that there has been no marked improvement shown in the reports of the smaller utilities. The difficulty of obtaining reliable reports from concerns with revenues of, say, less than \$25,000 per annum, has been from time to time remarked in the Commission's previous reports. It is perhaps worth while to say that as a class the municipal electric plants, practically the only form of municipal enterprise which comes within the jurisdiction of this Commission, are the worst of all. Judging solely from the reports which they render to the Public Service Commission, most municipal plants seem to be operated in complete ignorance or disregard of elementary

business principles. There are a few exceptions; and in some cases the Commission has been asked by municipalities, which realize their shortcomings but do not know how to remedy them, to furnish detailed accounting advice, which at present the Commission has not the force to give.

Comments on Appendices: Appendix A: By way of general comment on the summaries of operating results during 1919 as disclosed by the reports of the more important utilities, nothing better can be done than to quote entire the corresponding paragraph in last year's report, which is given below. The 1920 figures will, of course, not be available until the latter part of 1921.

"Because erroneous inferences have sometimes been drawn from these summaries, it is necessary to point out that any conclusions based thereon should take into consideration the method of their compilation and the qualifications and omissions that such a method entails. The items given in the summaries are simply totals of the corresponding items in the reports of corporations within the designated groups. No attempt has been made to eliminate duplications arising out of intercorporate transactions, nor to compensate for changes in the totals which are not directly related to changes in traffic or operating conditions. For example, a company which has hitherto generated and sold its own electricity direct to private consumers may find it desirable to reorganize as two separate corporations, a generating and a distributing company. The generating company may then sell current to the distributing company which in turn sells it to the consumer. This would have the effect of increasing the total of both revenues and expenses, but obviously such an increase would not necessarily represent any real increase in the use of electric energy. Or, several smaller companies each with revenues of less than \$25,000 per annum may consolidate into a new company with revenues greater than that amount, and thus increase both the number of companies in the group of electrical corporations having over \$25,000 annual revenues, and the total revenues, expenses, etc., for that group without reflecting any actual expansion in the electrical industry. It should be borne in mind, therefore, that increases or decreases from year to year in the items of a consolidated income statement are not in themselves evidences of

prosperity or the reverse. The extent to which they can be so regarded will generally be indicated in the comment on the separate groups which follows. It is obviously entirely possible for a considerable increase in net income to be coincident with an actual decrease in the profit or return per unit of investment."

The more significant tendencies indicated by the summaries are discussed briefly below.

Steam Railroads: The comparisons for steam railroads start with 1917, the first full year of Government operation, since no consolidated income statement could be made that would have any particular significance for comparison with a similar statement covering the years before Government control became effective. The figures merely emphasize and confirm what is a matter of general knowledge, that expenses have been increasing out of all proportion to revenues. This tendency was not checked during 1919, the decrease in net operating revenue for that year as compared with 1918 being 13.85 per cent for roads under the United States Railroad Administration, although the "Short line" roads not taken over by the Government made a somewhat better showing in this respect, their operating expenses decreasing more than their revenues, so that their net revenue was 19.14 per cent greater in 1919 than in 1918. Freight traffic fell off, presumably because of decrease in war activities, for both the large and small roads during 1919 as compared with 1918. For the roads under the United States Railroad Administration the decrease was 13.17 per cent in total tonnage carried, and 11.82 per cent in tons carried one mile. For the "Short line" roads the corresponding figures are 9.47 per cent and 21.27 per cent. Passenger traffic, however, shows an increase for both classes of roads.

The decrease in mileage of the small roads is principally accounted for by the omission from the 1919 report of the South Buffalo Railway Company of about twenty-five miles previously reported as "Road operated under contract" within the plant of and belonging to the Lackawanna Steel Company. There is also a decrease of seven miles due to the abandonment of operations by the Newton Falls and Northern Railroad, a lumbering road that no longer has any reason for existence because of the cutting over of the forest tract to which it gave access. It must be borne in mind that the mileage given is only that within

New York state, and can not therefore be used to compute any significant averages per mile of road since the income items and traffic statistics are given for the corporation as a whole and not segregated by state lines.

Electric Railroads: Increased fares and heavier traffic were not sufficient to do more than bring the consolidated income statement for 1919 down to a net loss somewhat smaller than for 1918. Expenses increased in but very little greater proportion than revenues and the actual increase was less, so that net operating revenue was 12.8 per cent greater for 1919 than for 1918. Taxes were 8.2 per cent greater, but operating income shows 15.3 per cent increase over 1918. The gross income, however, was not sufficient to meet interest charges, and for the second time in fourteen years the electric roads as a whole show a net deficit, which for 1919 amounts to nearly \$3,000,000. The car-miles decreased to about 98,000,000, the lowest figure since 1912, but the number of passengers carried increased to 713,000,000, the greatest number ever reported. Of course the exact meaning of this last figure is rather indefinite as a measure of traffic, since it depends on the method of collection to some extent, as well as on the actual number of passengers. For example, the introduction of the zone system where there had previously been a single fare might result in two or more passengers being reported for each passenger traversing two or more zones where previously only one would have been counted. It is not believed, however, from a general knowledge of the tariffs which have been filed with the Commission, that zoning accounts for a very considerable part of the increase shown in passengers carried.

The decrease in electric railway mileage between 1918 and 1919 was principally due to abandonment of operations by the Huntington Railroad Company, which formerly had about nineteen miles of first track. The mileage given is, as in the case of steam railroads, only that within New York state, excluding the New York City lines within the jurisdiction of the First District Commission, and should not be compared with revenues, expenses, traffic statistics, etc., which are for the entire operations of the roads reporting. No attempt has been made to segregate accounts by state lines. Only about 11 per cent of the mileage of electric

roads reporting to this Commission is outside of the State of New York.

Electrical Corporations and Gas Corporations: The returns of the larger electrical corporations and gas corporations are summarized in four groups: those which do an electric business but no coal gas or water gas business; those which do both an electric business and a gas business; those which do a coal gas or water gas business but not an electric business; and those which are engaged in producing or distributing natural gas. Only the returns made by companies with annual revenues of \$25,000 or more have been summarized, but these companies do 90 per cent or more of the electric and gas business carried on within the State, and the results may therefore be considered typical so far as they are significant.

It has been the practice to tabulate these returns for each year since the Commission was organized. This year the table reaches a point where consideration of space and convenience or arrangement outweigh any advantages which might be derived from extending the number of years indefinitely from 1908, and only the results for the last ten years are shown. The figures for the earlier years are of course obtainable from previous annual reports of the Commission.

The comparison of the totals for electrical corporations in 1919 with corresponding totals for 1918 is somewhat misleading, because the operations of certain large corporations previously included in the "Electrical" group, have through consolidation been transferred to the "Electrical and Gas" group. The important change of this sort is that by which the Mohawk Edison Company (name afterward changed to Adirondack Power and Light Corporation) absorbed Schenectady Illuminating Company, Schenectady Power Company, Mohawk Gas Company, East Creek Electric Light and Power Company, and Edison Electric Light and Power Company of Amsterdam, with the result that revenues and expenses which were in 1918 counted as belonging to "Electrical" corporations are for 1919 included in the total for the electric departments of "Electrical and Gas" corporations. This explains such changes as the decrease of over a million dollars in operating revenues for the electrical corporations and

the increase of more than three million dollars in revenues from electric operations of the electrical and gas corporations. If the two groups were consolidated there would be an increase in revenue from sales of electric energy of \$2,072,878 between the two years. Expenses, however, were a little over a million dollars less for the "Electrical" group and a little under a million dollars more for the "Electrical and Gas" group, making a decrease for the two groups together of \$49,328. This result, in a period when costs of both labor and materials were still rising, is principally due to a much diminished use of steam power in generating stations with corresponding lowering of fuel expense. The total amount of electric energy generated by steam power was about 370,000,000 kilowatt-hours in 1919, as compared with approximately 685,000,000 kilowatt-hours in 1918. The electric energy generated by hydro-electric power was about 2,585,000,000 kilowatt-hours in 1918, or approximately 80 per cent of the total current generated. In 1919 there were generated by water power probably about 2,640,000,000 kilowatt-hours, or nearly 90 per cent of the total current generated. Interest charges for the "Electrical" group decreased, as would be expected with the transfer of several large corporations through consolidation to another group. The net income of electrical corporations was over eight hundred thousand dollars more for 1919 than for the same group in 1918. Dividends paid were slightly larger.

The electric departments of the "Electrical and Gas" group show results which have already been referred to in connection with the foregoing comments on the purely "Electrical" corporations. Taken together, the figures for the two groups tend to show that the electric light and power industry is in a fairly healthy condition, but do not disclose any special indication of "unfair" or inordinate profits accruing to electrical corporations as a class. For the gas departments of the combined electrical and gas corporations, the ratio of expenses to revenues is still dangerously high. It is for 1919 76.8 per cent, as compared with a corresponding ratio in the electric departments of 53.6 per cent. The increasing tendency shown by the summaries of the past four years for gas expenses to outstrip gas revenues appears to have been checked in some degree during 1919. While the results for 1920 are not yet available, enough is known of the effect of the

sensational increase during that year in the prices of coal and gas oil to predict with confidence that the upward movement of the gas operating ratio will again be resumed when the 1920 returns are tabulated. Non-operating revenues, interest charges, gross and net income, and dividends, all show substantial increases for the combined electrical and gas corporations in 1919 over 1918. It is clear, however, that electric rather than gas operations are responsible for the fairly favorable showing made by corporations in this group.

For the coal gas and water gas corporations there was a falling off in both revenues and expenses during 1919, but the operating ratio dropped from 87.1 per cent to 80.3 per cent, and the net income was over \$100,000 greater than for the preceding year. For the first time in three years gross income was greater than interest and other fixed charges, and dividends increased slightly. This showing, while not proof that the gas companies as a whole were out of the woods, would be encouraging if it were not for the knowledge of the 1920 developments alluded to above.

The natural gas companies show a comparatively slight decrease in revenues but a much larger decrease in operating expenses. There was a large decrease in taxes charged against the 1919 income as compared with the tax charges for the preceding year, probably correlated with the great decrease in operating income between 1918 and 1917 and a corresponding lessening of income taxes. The operating ratio dropped from 71.2 to 61.4 per cent, but was nevertheless higher than for any other year of the series except 1918. Gross income and net income show substantial increases, but dividends were only a little more than half what they were in 1918.

Telephone Corporations: Increase in operating costs begins to show its effect in the 1919 summary for telephone companies. Operating expenses were a larger percentage of revenues than for any previous year in the series, while operating income was a smaller proportion of operating revenue. Interest charges and other deductions absorbed more of gross income than in any previous year with a corresponding decrease in the proportion available for dividends. The telephone industry, however, as a whole would appear to have been financially sound during 1919, though with some indications of less favorable tendencies.

DIVISION OF CAPITALIZATION

The report of this division for the year purposely refrains from discussing the fundamental principles under which this division functions, as they were explained at length in the previous annual reports and are known to the general public and the public service corporations which have made applications to this Commission for authority to issue and sell stocks, bonds, notes, or other evidences of indebtedness.

All applications for authority to issue and sell capital stock, bonds, or long term notes of the public service corporations in this District are referred to this division and form the basis upon which exhaustive examinations of the applicant's accounts, books, and records, supplemented by engineering inspections, are made. This division also advises and confers with the corporations in the preparation of the necessary applications, required exhibits and affidavits, to conform with the Commission's Rules of Practice. The responsibility of recommending to the Commission the amount of securities which each applicant is entitled to issue rests with this division and is assumed upon the completion of a careful analysis of each capitalization matter.

The years 1919 and 1920, and possibly several years in the near future, will record the reconstruction period of public utilities, the time in which practically all operating utilities find it necessary to make extensions, additions, and betterments to their plants and properties in order to provide for increased business and to improve the efficiency of the service. Considering the high cost of labor and materials and the high money rate which public utilities have had to pay in order to secure funds for new construction expenditures, it is very proper to recognize the sincere efforts which are being made to meet the demands of the public.

In the past year several important mergers and consolidations by two or more companies into one corporation were inquired into by the division, the principal matter being the purchase and consolidation approved by the Commission in the application of the Republic Light, Heat and Power Company to purchase nine companies, namely, South Shore Natural Gas and Fuel Company, Silver Creek Gas and Improvement Company, Fredonia Natural Gas Light Company, Alden-Batavia Natural Gas Company,

Ontario Gas Company, Attica Natural Gas Company, Akron Natural Gas Company, North Buffalo Natural Gas Fuel Company, and Niagara Light, Heat and Power Company.

This division arrived at a figure aggregating \$3,789,036.51, representing the net worth of the above named companies as of October 31, 1918, and prepared the proposed orders wherein the Commission, under date of July 22, 1920, authorized the Republic Light, Heat and Power Company to issue its common capital stock at par to the par amount of \$3,789,000 to take over the said named properties.

Another consolidation inquired into was the application of the Fulton County Gas and Electric Company to merge the Mohawk Hydro-Electric Company into itself. The Commission, by orders dated August 5, 1920, and September 2, 1920, approved the consolidation of these properties, and authorized the Fulton County Gas and Electric Company to issue \$1,732,600 of its capital stock at par value to effect such consolidation.

The Commission has also recently approved the acquisition of the coke plant of the Empire Coke Company at Geneva by the Empire Gas and Electric Company, thereby combining two contiguous plants, which no doubt will result in a benefit to the public as well as to the distributing company.

The proposed mortgages, agreements, indentures, etc., prepared by the public utilities in this District, under which bonds, notes, or other evidence of indebtedness are proposed to be issued, receive careful examination as to their provisions. During the past year several new form mortgages, known as "open end" mortgages, were examined by this division and were approved by this Commission. These mortgages are unlimited as to amount and date of maturity, the bonds being issued in series and the interest rate and date of maturity being determined from time to time by the corporation's board of directors. The principal mortgages examined during the past year were on the following properties: Adirondack Power and Light Corporation, Utica Gas and Electric Company, and The Delaware and Hudson Company.

The Commission does not encourage sinking fund provisions in the mortgages; instead, it asks the corporation to insert in its mortgage a clause which will provide proper accounting for a

sufficient reserve for accrued amortization of capital to take care of the depreciation of the plant and property.

As the steam railroads were financed and operated by the Director General of Railroads during the period of Federal control, the Congress of the United States passed the Transportation Act on February 28, 1920, returning the railroads to private ownership as of March 1, 1920. That act also created a revolving fund amounting to \$300,000,000 for the purpose of enabling the railroads properly to serve the public during the transition period; and provided, among other matters, that at any time after the passage of the act and before the expiration of two years after Federal control, the railroads might make application to the Interstate Commerce Commission for a loan from the United States, setting forth the amount of the loan, the purpose of the loan, the term of the loan, and the extent to which the public convenience and necessity will be served. The Interstate Commerce Commission may then certify to the Secretary of the Treasury its recommendation as to the amount of the loan, the time, character of security, and the terms and conditions of the loan. Upon receipt of such certificate the Secretary of the Treasury, at any time before the expiration of twenty-six months after the termination of Federal control, is authorized to make a loan out of any moneys in the revolving fund at the annual interest rate of 6 per cent.

Subsequent to the approval of the Transportation Act of 1920, numerous applications have been received from the railroads in this State, under section 55 of the Public Service Commissions Law, for authority to execute and deliver Equipment Trust Agreements made between the Director General of Railroads, the Railroads and the Trustees, and to issue thereunder equipment trust notes at their face value bearing interest at the rate of 6 per cent, which notes are divided into fifteen series, each for an aggregate principal amount equal to one-fifteenth of the principal amount of said notes, and maturing respectively on the 15th day of January in each of the years 1921 to 1935 inclusive. This division made a careful examination of the applications and the agreements received from the railroads in this State and recommended the orders granting the relief petitioned for, which orders were subsequently approved by this Commission.

This division has received and analyzed numerous applications from electric light, gas, telephone, street railroad, and auto bus corporations for permission, under sections 55, 69, and 101 of the Public Service Commissions Law, to issue securities for the acquisition of property; the construction, completion, extension, or improvement of the plants and distributing systems; for the discharge or lawful refunding of obligations, or for the reimbursement of the treasury of the moneys actually expended from income for capital purposes. Among the important cases handled under this heading are the following:

The application of the Buffalo General Electric Company for authority to issue \$2,000,000 face amount of its 5-year 7 per cent convertible debenture bonds for reimbursement of its treasury or for proposed construction expenditures, and for authority to issue \$2,000,000 of its capital stock for converting a like amount of the convertible debenture bonds. The Commission entered its order on April 27, 1920.

The application of the Utica Gas and Electric Company for authority to issue \$2,000,000 of its 7½ per cent 5-year general mortgage bonds, series A, at 92.97 per cent of their face value and accrued interest to realize proceeds of at least \$1,859,400, for the purpose of discharging outstanding obligations of a similar amount; and for permission to issue \$2,000,000 face amount of its 7 per cent general mortgage bonds, series B, for the purpose of even exchange or conversion on the basis of face value for face value for a like amount of series A bonds. The relief petitioned for herein was granted by the Commission in its order dated July 22, 1920. In another capitalization matter, the Utica Gas and Electric Company made application for permission to issue its common capital stock to an amount which may be determined by the Commission, for the purpose of reimbursing the treasury of the petitioner for expenditures heretofore made out of income and other moneys in the treasury for capital purposes. Upon completion of the investigation this division recommended that the Utica Gas and Electric Company be authorized to issue \$3,220,000 par value of its capital stock at par, and to use the proceeds realized from the sales thereof to reimburse its treasury for capital expenditures made from income. The Commission on November 16, 1920, entered its order granting the prayer of the petitioner.

The Adirondack Power and Light Corporation, the successor corporation to the Mohawk Edison Company and the Adirondack Electric Power Corporation, made application for permission to issue \$2,500,000 face amount of its 6 per cent 30-year first and refunding mortgage gold bonds, and to use the proceeds for payment of debt incurred for capital purposes, for the reimbursement of its treasury for expenditures made from income for capital purposes, and for proposed construction expenditures. The Commission approved the application and entered its order November 4, 1920.

The Northern New York Utilities, Inc., made application for authority to issue \$2,000,000 of its 5 per cent 50-year gold bonds; \$912,900 of its 7 per cent cumulative preferred capital stock; to pledge all or part of the \$2,000,000 of 5 per cent bonds as collateral security for its short term loans; or in the alternative to issue its 7 per cent cumulative preferred capital stock, or common capital stock, or 5-year 7 per cent gold notes to realize an equivalent amount of proceeds to make up the possible deficiency in the proceeds from the sale of the bonds and [or] capital stock herein applied for. The total proceeds, amounting to at least \$2,512,900, are to be used for the construction of a new hydro-electric development at Flat Rock, on the Oswegatchie river, St. Lawrence county, and for the extension of the present hydro-electric development of the company at Browns Falls, on the Oswegatchie river. The Commission, by order dated November 9, 1920, approved the financial and construction programme of the petitioner.

An application was received from the Central Hudson Gas and Electric Company for permission to issue \$1,378,000 of its 7 per cent 15-year convertible debenture bonds, to be used to refund outstanding bonds as they mature and to fund outstanding short term notes. The application also asked permission to issue \$1,378,000 of its common capital stock for the purpose of exchanging the said debenture bonds for stock on the basis of par for par. The relief petitioned for was approved by the Commission November 18, 1920.

There has recently been referred to this division the joint application of the Rochester Telephone Company and the New York Telephone Company, wherein it is proposed to consolidate

the said named corporations into a new corporation called the Rochester Telephone Corporation. In order to consummate the consolidation of these two properties the new corporation asked for permission to execute a mortgage and issue thereunder \$3,623,100 of 5 per cent 25-year gold sinking fund mortgage bonds at their face value to yield proceeds of a like amount; to issue common capital stock at par to the par amount of \$100,000; to issue 5 per cent cumulative preferred capital stock at par to the par amount of \$4,814,000, thereby making the total proceeds from the sale of these securities \$8,537,100. These proceeds are proposed to be applied toward the purchase price of the present property of the Rochester Telephone Company and property of the New York Telephone Company in the city of Rochester, together with the assumption of outstanding mortgage bonds of the Rochester Telephone Company amounting to \$1,058,500, the balance to be applied toward the proposed expenditures in connection with effecting the consolidation of the foregoing properties. In addition, the new corporation proposes to pledge \$2,564,600 of its bonds as collateral security for 7 per cent gold notes of a like amount. The effect of combining the two existing telephone corporations in the city of Rochester into one corporation will no doubt be a benefit to the public, in that the subscribers will have one telephone instead of two at their offices or homes, and likewise will have one telephone bill to pay instead of two. The present duplication of lines serving the same communities is not desirable, and the new corporation proposes to eliminate the duplication and use the available salvaged property where it is most needed, thereby improving the efficiency of the service. The new corporation also proposes to expend a considerable amount of money for the construction, completion, and extension of its facilities during the first year following the date of actual consolidation.

While the principal function of this division is to examine the accounts, books, and records of public utility corporations in this District in reference to capitalization matters, it has been called upon by the Commission to conduct examinations into some of the rate cases before this Commission. The vast amount of data concerning the costs of practically all of the properties of the public utilities in this District, which is incorporated in the

reports of this division, render these reports invaluable in arriving at a determination in rate proceedings as well as capitalization matters, and result in a saving of time and expense to the State.

In view of the fluctuating market conditions of the securities of public utilities throughout the country, due to decreased net earnings which were caused by the high cost of labor and materials, together with open competition with gilt edge securities of industrials, it is interesting to note that the securities of the public utilities in this District have not been more seriously affected on the whole than those of private corporations. Many of the lighting corporations have been able to sell their capital stock at par, and their bonds or long term notes at a price yielding an annual income of about 8 per cent to the investors. The steam railroads, through government assistance, have been able to obtain money at 6 per cent per annum.

In discussing the proposed financial plans of the public utilities with their representatives, this division, through intimate acquaintance with the problems of finance and capitalization, has dwelt at length upon the possibility of selling securities in the local communities served by the corporations. Experience has shown that there is a local market for the sale of public utility securities in the following cities: Buffalo, Rochester, Lockport, Watertown, Binghamton, Poughkeepsie, and Newburgh, and in the numerous communities served by the Long Island Lighting Company.

A complete table showing the number of applications filed for authority to issue securities since the inception of this Commission is as follows:

<i>Year</i>	<i>Number</i>	<i>Year</i>	<i>Number</i>
1907 (six months).....	40	1914.....	94
1908.....	81	1915.....	98
1909.....	97	1916.....	126
1910.....	100	1917.....	117
1911.....	138	1918.....	84
1912.....	111	1919.....	98
1913.....	124	1920.....	112
		Total.....	1420

During the past year the Commission disposed of 147 capitalization cases, and reopened and closed 67 other capitalization cases in which the corporations requested the Commission to modify or amend its previous orders in these proceedings. Incident to the closing of these cases the Commission authorized

the issue of capital securities in the face and par amount of approximately one hundred and ninety-three million dollars. These securities have been authorized to be sold at prices yielding approximately one hundred eighty-seven million dollars, and the Commission has directed that these proceeds be used for the following purposes:

(a) For the acquisition of property, new construction, etc.....	\$107,000,000
(b) For the refunding of capital obligations and payment of floating debt.....	63,000,000
(c) For the reimbursement of moneys actually expended for capital purposes from income or from any other moneys in the treasury of the corporation not secured or obtained from the issue of stock, bonds, notes or other evidence of indebtedness	17,000,000
Total	\$187,000,000

Table showing applications passed upon by the Commission under section 55 of the Public Service Commissions Law for permission to issue stocks, bonds, or other evidences of indebtedness by railroad corporations and auto bus corporations:

Case No.	Name of corporation	Nature of security	Amount allowed	Date of order, 1920
7290	N. Y. and Penna. Ry. Co.	Bonds.....	\$350,000.00	Jan 22
7313	Boston and Maine R.R.	Bonds.....	10,273,000.00	Feb 10
7313	Boston and Maine R.R.	Amendatory		Feb 19
7363	Buffalo, R. and P. Ry. Co.	E. T. ctfs.....	2,263,456.00	Feb 26
7362	The D. and H. Co.	Notes.....	4,365,545.00	Feb 26
7364	Erie R.R. Co.	E. T. notes.....	4,958,442.00	Feb 26
7347	N. Y. Central R.R. Co.	E. T. notes.....	14,848,010.25	Feb 24
7356	N. Y. and Stamford Ry. Co.	Notes.....	30,000.00	Mar 9
7386	Boston and Maine R.R.	Notes.....	7,000,000.00	Mar 25
7386	Boston and Maine R.R.	Amendatory		Oct 7
7467	N. Y. Central R.R. Co.	E. T. ctfs.....	36,225,000.00	Apr 21
7483	International Ry. Co.	Bonds.....	800,000.00	May 13
7483	International Ry. Co.	Amendatory		Jun 15
7382	Rutland R.R. Co.	Notes.....	409,160.00	May 6
7521	Boston and Maine R.R.	Bonds.....	8,843,000.00	May 20
7518	The D. and H. Co.	Bonds.....	10,000,000.00	May 20
7538	Binghamton Ry. Co.	Rev'r's ctfs.....	75,000.00	Jun 17
7570	Boston and Maine R.R.	Bonds.....	17,606,000.00	Jun 10
7570	Boston and Maine R.R.	Amendatory		Jun 15
7551	Empire State R.R. Corp.	Bonds.....	28,800.00	Jun 1
7567	Erie R.R. Co.	E. T. ctfs.....	4,600,000.00	Jun 10
7598	Erie R.R. Co.	Bonds.....	4,300,000.00	Jun 22
7597	N. Y., C. and St. L. R.R. Co.	Bonds.....	1,036,000.00	Jun 24
7635	Long Island R.R. Co.	E. T. ctfs.....	1,668,000.00	Jul 15
7635	Long Island R.R. Co.	Notes.....	419,279.00	Jul 15
7707	International Ry. Co.	Stock.....	792,500.00	Aug 26
7605	Marion Ry. Corp.	Bonds.....	25,000.00	Sep 9
7748	Empire State R.R. Corp.	Notes.....	70,000.00	Oct 1
7806	Lehigh and H. R. Ry. Co.	Stock.....	2,987,000.00	Oct 5
7844	Arcade and Attica R.R. Corp.	Note.....	15,000.00	Nov 11
6957	Orange Co. Tr. Co.	Notes.....	851.34	Jan 8
7058	Geneva, S. Falls and A.	Notes.....	10,161.94	Jan 8
7133	Orange Co. Tr. Co.	Notes.....	15,331.61	Jan 13
7695	Huntington Tr. Co., Inc.	Bonds.....	25,000.00	Aug 10
		Stock.....	80,000.00	
6884	Poughkeepsie and W. F. Ry. Co.	Bonds.....	126,000.00	Nov 23
7464	Woodlawn Imp. A. Tr. Corp.	Bonds.....	21,000.00	Apr 22
7464	Woodlawn Imp. A. Tr. Corp.	Amendatory		Apr 27
7586	Alexandria Bay-Redwood Tr. Co.	Stock.....	15,000.00	Jun 29
7628	Woodlawn Imp. A. Tr. Corp.	Bonds.....	79,000.00	Jul 20
7934	Boston and Maine R.R.	Bonds.....	7,265,479.00	Dec. 14
7977	New York State Rys.	Bonds.....	750,000.00	Dec. 28
<i>Authorization canceled</i>				
936	New York State Rys.	Bonds.....	8,634.00	Mar 16

Table showing applications passed upon by the Commission under section 69 of the Public Service Commissions Law for permission to issue stocks, bonds, or other evidences of indebtedness by electrical corporations and gas corporations:

Case No.	Name of corporation	Nature of security	Amount allowed	Date of order, 1920
7304	Syracuse Ltg. Co.	Bonds.	\$500,000.00	Jan 15
7304	Syracuse Ltg. Co.	Amendatory.		Feb 10
7292	Tonawanda Pr. Co.	Stock.	65,000.00	Jan 13
6780	Morris Lt. and Pr. Corp.	Stock.	10,000.00	Jan 27
7078	Milling and Ltg. Co.	Stock.	8,000.00	Jan 29
7080	Milling and Ltg. Co.	Supplemental.		Mar 4
7288	Depew and Lancaster Lt., Pr. and Con. Co.	Bonds.	5,400.00	Jan 8
7302	Lockport Lt., Ht. and Pr. Co.	Bonds.	300,000.00	Jan 15
7269	Niagara and Erie Pr. Co.	Notes.	322,000.00	Jan 15
6928	Cuba El. Co., Inc.	Bonds.	363,000.00	Jan 15
7256	Berkshire Delco Ltg. Co.	Stock.	41,000.00	Jan 27
6831	Genesee Lt. and Pr. Co.	Stock.	6,000.00	Feb 5
6525	Oswego River Pr. Trans. Co.	Bonds.	9,500.00	Feb 26
		Stock.	16,800.00	Feb 3
6680	Seneca River Pr. Co.	Stock.	77,700.00	Feb 3
		Bonds.	325,000.00	Apr 15
6880	Depew and Lancaster Lt., Pr. and Con. Co.	Amendatory.		Apr 1
		Notes.	100,000.00	Apr 6
		Stock.	100,000.00	Apr 13
7255	Lebanon Valley Ltg. Co.	Amendatory.		Mar 16
7277	Portville Utility Co., Inc.	Stock.	6,500.00	Mar 30
		Stock.	41,100.00	Apr 6
7017	Binghamton Lt., Ht. and Pr. Co.	Bonds.	325,000.00	May 20
		Amendatory.		Jul 29
7076	Schuyler El. Lt. and Pr. Corp.	Amendatory.		Apr 8
		Stock.	800.00	Apr 22
7456	Tonawanda Pr. Co.	Stock.	475,000.00	Jun 17
		Amendatory.		Apr 27
7457	Western N. Y. Util. Co., Inc.	Bonds.	208,000.00	Apr 27
7367	Wayne Pr. Co.	Stock.	94,300.00	Apr 27
		Bonds.	89,500.00	Apr 27
7490	Buffalo Gen. El. Co.	Stock.	2,000,000.00	Apr 27
		Bonds.	2,000,000.00	Apr 27
7463	Niagara, L. and O. Pr. Co.	Bonds.	313,000.00	Apr 27
5889	Niagara El. Ser. Corp.	Bonds.	210,000.00	May 6
		Stock.	42,000.00	May 6
7287	Olean El. Lt. and Pr. Co.	Bonds.	400,000.00	May 25
7475	Depew and Lancaster Lt., Pr. and Con. Co.	Bonds.	50,000.00	May 20
		Stock.	21,000.00	Jun 1, 3, 17, 24, & Nov 9
7381	Lockport Lt., Ht. and Pr. Co.	Amendatory.		May 27
7476	Union El. Co.	Bonds.	5,000.00	Jun 15
7537	Berholme Pr. Co.	Stock.	25,000.00	Jun 15
7381	Lockport Lt., Ht. and Pr. Co.	Notes.	178,000.00	Jun 1
5040	Olean El. Lt. and Pr. Co.	Bonds.	150,000.00	Jun 15
7560	Tonawanda Pr. Co.	Stock.	150,000.00	Jun 17
		Bonds.	640,000.00	Jun 22
7495	Fillmore El. Co., Inc.	Stock.	59,000.00	Jul 15
7308	Afton-Windsor Lt., Ht. and Pr. Co.	Bonds.	5,000.00	Jul 15
7603	East Aurora El. Lt. Co.	Stock.	15,000.00	Jul 15
7665	Nassau Lt. and Pr. Co.	Stock.	106,000.00	Aug 31
		Amendatory.		Sep 30
7666	Bombay El. Corp.	Bonds.	6,000.00	Aug 31
6776	Newport El. Lt. and Pr. Co.	Bonds.	75,000.00	Aug 26
7544	Hadley Lt. and Pr. Co., Inc.	Stock.	10,000.00	Aug 26
7596	Genesee Lt. and Pr. Co.	Stock.	106,700.00	Jul 22
		Bonds.	630,000.00	Aug 26
7667	Elmira W., L. and R. Co.	Amendatory.		Sep 16
6557	Republic Lt., Ht. and Pr. Co., Inc.	Stock.	1,544,900.00	Jul 22
6558	Republic Lt., Ht. and Pr. Co., Inc.	Stock.	144,900.00	Jul 22
6559	Republic Lt., Ht. and Pr. Co., Inc.	Stock.	37,700.00	Jul 22
6560	Republic Lt., Ht. and Pr. Co., Inc.	Stock.	1,121,500.00	Jul 22
6561	Republic Lt., Ht. and Pr. Co., Inc.	Stock.	420,800.00	Jul 22
6562	Republic Lt., Ht. and Pr. Co., Inc.	Stock.	28,900.00	Jul 22
6563	Republic Lt., Ht. and Pr. Co., Inc.	Stock.	431,000.00	Jul 22
6564	Republic Lt., Ht. and Pr. Co., Inc.	Stock.	61,300.00	Jul 22
		Amendatory.		Sep 9
7642	Binghamton Lt., Ht. and Pr. Co.	Stock.	522,500.00	Jul 29
		Stock.	181,600.00	Sep 30
7563	Niagara El. Ser. Corp.	Stock.	200,000.00	Sep 30
7782	Long Island Ltg. Co.	Stock.	500,000.00	Sep 30

Case No.	Name of corporation	Nature of security	Amount allowed	Date of order, 1920
7606	Western N. Y. Util. Co., Inc.	Stock	\$155,700.00	Oct 7
7772	Canaseraga El. Co., Inc.	Stock	35,000.00	Oct 26
6841	Sanborn-Pekin Fr. Co., Inc.	Stock	4,300.00	
7117	Rome Gas, El. Lt. and Pr. Co.	Bonds	150,000.00	Feb 19
7377	Utica Gas and El. Co.	Stock	2,000,000.00	Mar 3
		Amendatory		Jul 1
7379	Rochester Gas and El. Corp.	Bonds	2,000,000.00	Jul 22
		Stock	500,000.00	Apr 1
7601	Central Hudson Gas and El. Co.	Amendatory	197,000.00	Jun 10
		Bonds		Jul 8
5044	Central Hudson Gas and El. Co.	Amendatory	203,000.00	Aug 3
		Bonds		Jul 6
7717	Fulton Co. Gas and El. Co.	Amendatory	1,732,600.00	Aug 3
		Stock		Sep 2
7557	Empire Gas and El. Co. and Empire Coke Co.	Amendatory		Sep 16
		Stock	1,300,000.00	Oct 19
7108	Snyder Gas Co.	Notes	300,000.00	
6311	Troy Gas Co.	Stock	10,000.00	Feb 24
7289	Saugerties Gas Lt. Co.	Stock	443,600.00	Jun 29
7688	Nassau and Suffolk Ltg. Co.	Stock	12,100.00	Aug 26
		Bonds	436,000.00	Aug 26
7863	Adirondack Pr. and Lt. Corp.	Amendatory		Sep 9
		Bonds	2,500,000.00	Nov 4
7873	Lewiston and L. O. S. Pr. Co.	Bonds	15,000.00	Nov 18
7878	Stissing Lt. and Pr. Co.	Stock	18,000.00	Nov 23
7843	Northern N. Y. Utilities, Inc.	Stock	912,900.00	
		Bonds	2,000,000.00	Nov 9
7910	Central Hudson Gas and El. Co.	Bonds	1,378,000.00	
		Stock	1,378,000.00	Nov 18
4886	Utica Gas and El. Co.	Stock	3,220,000.00	Nov 16
7626	Malone Lt. and Pr. Co.	Bonds	100,000.00	Dec 7
7939	Niagara Falls Pr. Co.	Bonds	4,000,000.00	Dec 9 & 16
7943	Niagara, L. and O. Pr. Co.	Bonds	290,000.00	Dec 14
7797	Northern N. Y. Utilities, Inc.	Stock	322,600.00	Dec 16
7367	Wayne Pr. Co.	Bonds	1,000.00	Dec 16
7918	Corning Lt. and Pr. Corp.	Bonds	39,000.00	Dec 9
7555- 58-59	N. Y. State Gas and El. Corp.	Bonds	2,709,000.00	Dec 16
7971	Westchester Ltg. Co.	Bonds	3,390,000.00	Dec 23
<i>Authorizations canceled</i>				
6987	Adirondack El. Pr. Corp.	Bonds	9,000.00	Jan 22
2957	Niagara Falls Pr. Co.	Bonds	3,567,000.00	Feb 19
1281	Oswego River Pr. Trans. Co.	Bonds	6,000.00	Feb 3
7456	Tonawanda Fr. Co.	Stock	225,000.00	Jun 17
5997	Elmira W. Lt. and R. R. Co.	Bonds	160,000.00	Sep 30
86	Newport El. Lt. and Pr. Co.	Bonds	60,000.00	Oct 7
359	Granville El. and Gas Co.	Bonds	150,000.00	Jan 22
6967	Niagara Falls Pr. Co.	Bonds	2,000,000.00	Dec 6

Table showing applications passed upon by the Commission under section 101 of the Public Service Commissions Law for permission to issue stocks, bonds, or other evidences of indebtedness by telephone corporations:

Case No.	Name of corporation	Nature of security	Amount allowed	Date of order, 1920
6814	Port Henry Tel. Co.....	Stock.....	\$18,600.00	Jan 29
7267	Downsville Tel. Co.....	Stock.....	5,000.00	Mar 30
7280	Subscribers Service Tel. Co., Inc.....	Stock.....	50,000.00	May 18
7668	Black Lake Tel. Lines.....	Stock.....	10,000.00	Sep 30
7358	Walton Peoples Tel. Co.....	Stock.....	15,000.00	Oct 7
7777	Mountain Home Tel. Co.....	Bonds.....	67,000.00	} Dec 7
		Notes.....	40,000.00	
7911	Marquis Tel. and Tel. Co.....	Bonds.....	140,000.00	Dec 23
6876	Northwestern Tel. Corp.....	Bonds.....	89,200.00	Dec 30
<i>Authorization canceled</i>				
4383	Rochester Tel. Co.....	Bonds.....	13,800.00	Mar 30

Table showing applications passed upon by the Commission during the year 1920 for authorizations under sections 55, 69, and 101 of the Public Service Commissions Law, classified as to kind of corporation, number of applicants, and amounts authorized:

Class	Stocks		Bonds		All securities	
	Num-ber	Amount	Num-ber	Amount	Num-ber	Amount
Steam railroads.....	2	\$3,779,500.00	16	\$138,224,171.25	18	\$142,003,671.25
Electric railroads.....	1	80,000.00	4	177,344.89	5	257,344.89
Auto bus corporations.....	1	15,000.00	2	100,000.00	3	115,000.00
Electrical corporations.....	28	10,973,300.00	23	16,107,500.00	51	27,080,800.00
Gas corporations.....	3	465,700.00	1	436,000.00	4	901,700.00
Gas and electrical corporations.....	5	10,930,600.00	7	10,666,000.00	12	21,596,600.00
Telephone corporations.....	5	98,600.00	3	336,200.00	8	434,800.00
Totals.....	45	\$26,342,700.00	56	\$166,047,216.14	101	\$192,389,916.14

DIVISION OF STEAM RAILROADS

The year 1920 marks a very significant period in respect of the maintenance and operation of railroads within the United States. On March 1st the United States Railroad Administration relinquished control. During most of the preceding two months there had been an atmosphere of uncertainty with respect to the possible future of the properties, and definite policies for the year were for the most part undetermined. Immediately following the cessation of Federal control there came a period of reorganization, more or less chaotic in the beginning, which later resolved itself into definite form, and from that time the development of the properties to their present stage may be said to have commenced.

The period of Federal control was marked by an enormous amount of deferred maintenance combined with an unprecedented volume of traffic. No two things could do more to test the fundamental stability of track, structures, and equipment, but notwithstanding this the Commission believes that the railroads within the State of New York in general were in fair condition in all save one or two factors, and that the present year has been employed in attempting to restore the properties to a condition approximating that of pre-war times. The situation produced under Federal control was of course largely influenced by a scarcity of labor and the necessity for conserving materials for war purposes, combined with the slow evolution of industry from a war basis to strictly industrial production.

As indicated in previous reports, the Commission was fully aware of the conditions which prevailed and has devoted its inspection work to the problem of pointing out clearly the fundamental necessities. It has endeavored to coöperate with the corporations in bringing about as speedily as possible a state of maintenance which the Commission believes to be absolutely essential for the safe and proper operation of the railroads within the State. Much has been accomplished but a vast amount yet remains to be done. The future looks bright, and the Commission believes that decided improvements should be observed during 1921.

Permanent Way and Structures: The inspection of the track and structures of every property within the State has been concluded. It has been the purpose of the Commission to make the inspections as rigid as possible, and where conditions warranted, re-inspections of specific details have been conducted. The corporations in general have displayed a generous spirit of coöperation, and the Commission is impressed with the manifest effort which has been made to correct the defects which have been discovered.

Deferred maintenance in respect of rails, ties, and ballast is the particular problem confronting the railroads. Rails have been continued in the track beyond the point which safe practice has heretofore dictated as being permissible, because of the inability of the corporations to secure new rails. Ties, on account of the high price and the depletion of the supply of state or nearby timbers available for such use, have been difficult to procure even at what seem to be exorbitant prices. Ballast has been neglected because the safety of the track structure is not so seriously dependent upon it, in the hope that prices of both materials and labor would soon be lower. The usual tables of rail failure statistics are herewith presented. A marked increase is observed over that which prevailed in the corresponding period of the preceding year. In view of the limited renewals, these failures can not be ascribed to anything other than the exhaustion of the material.

BROKEN RAILS

Month	1911-12	1912-13	1913-14	1914-15	1915-16	1916-17	1917-18	1918-19	1919-20
July.....	88	179	149	122	110	89	103	210	178
August.....	125	227	94	101	98	122	138	197	215
September.....	216	167	161	134	47	165	175	246	208
October.....	278	320	206	199	222	216	230	241	271
November.....	241	450	245	226	226	263	275	298	738
December.....	241	363	338	364	247	177	409	495	387
January.....	1283	347	390	447	247	330	1532	370	535
February.....	1124	391	734	350	282	926	1656	392	531
March.....	1173	384	596	362	451	514	872	284	665
April.....	511	201	347	188	222	283	453	236	291
May.....	165	151	147	141	149	220	314	146	157
June.....	109	117	111	97	123	142	190	103	195
Totals.....	5554	3297	3518	2731	2424	3447	6347	3218	4371

The Commission has continued its investigation of the problem of the internal transverse fissure, and submits herewith tables of statistics which it has been compiling since 1913. It is very evident from an examination of these statistics that the problem is as yet unsolved, and the Commission regrets that it has no

positive solution or suggestion to offer. Transverse fissures occur in heavy as well as the relatively light rails, under heavy and moderate traffic, on lines of dense traffic as well as lines of relatively light traffic. The Commission is convinced that the cause for the development of these fractures must be looked for early in the processes of manufacture rather than in the subsequent service to which the rails are put.

Month	1913	1914	1915	1916	1917	1918	1919	1920	Totals
January		13	23	26	43	22	63	38	228
February		13	11	20	34	21	34	27	160
March		12	35	22	34	27	42	52	224
April		12	19	25	46	46	40	45	233
May		12	22	27	33	38	32	37	201
June		11	17	34	32	30	31	42	197
July		12	14	18	16	25	47	38	170
August		5	20	31	36	34	60	49	235
September		5	38	55	34	48	59	*50	289
October		16	32	46	36	46	79	*59	314
November		35	38	42	57	55	75	*12	314
December	4	26	38	38	57	56	83	....	302
Totals	4	172	307	384	458	448	645	449	2,867

* Not complete.

By railroads		By manufacturers		By rail sections		Position in ingot	
Company	Number	Name	Number	Weight, lbs.	Number	Letter	Number
D., L. & W.	1,369	A	1,013	105	158	A	810
N. Y. C.	686	B	1,736	101	629	B	700
L. V.	363	C	50	100	827	C	417
D. & H.	309	D	19	91	724	D	238
N. Y., O. & W.	75	E	34	90	332	E	153
B., R. & P.	21	F	10	85	78	F	17
Penna.	20	G	2	80	109		
N. Y., N. H. & H.	10	H	1	76	9	No letter	532
C. N. E.	7		2	70	1		
L. I.	4						
Erie	2						
Rutland	1						
Totals	2,867		2,867		2,867		2,867

Year	Number	Year	Number	Year	Number	Year	Number
1920	1	1913	503	1906	6	1898	10
1919	4	1912	457	1905	2	1897	13
1918	5	1911	649	1904	1	1896	4
1917	18	1910	619	1903	1	1895	1
1916	32	1909	212	1902	3	1893	1
1915	18	1908	45	1901	4	1892	2
1914	232	1907	7	1899	4	1890	1
						No date	12

Total							2,867
Rails broken on curves		1,075	Rails broken over ties				1,208
Rails broken on tangents		1,792	Rails broken between ties				1,659
		2,867					2,867

The following table is a distribution of the failures during the current year in accordance with the year in which the rails were rolled, and is interesting on account of the measure of service which it indicates.

Year	Number	Year	Number
1920.....	1	1911.....	59
1919.....	3	1910.....	84
1918.....	3	1909.....	23
1917.....	10	1908.....	6
1916.....	12	1907.....	1
1915.....	7	1906.....	1
1914.....	72	1899.....	1
1913.....	162	1896.....	1
1912.....	150		
Total.....			596

Inspections of Equipment: The inspection of the equipment of the railroads within the State indicates a state of improvement over that which prevailed last year. An inspection of the equipment of each railroad has been made, and the following tables are a summary of the result.

Locomotives assigned to service in the State:

Item	1920	1919	1918	1917	1916
Locomotives assigned to service in State on railroads on which general inspection was made.....	5618	5064	5429	4525	5660
Locomotives assigned to service in State inspected.....	3645	3444	3653	3084	3626

NOTE: The figures for 1919 in the above table do not include the Buffalo, Rochester and Pittsburgh, Buffalo Creek, Buffalo and Susquehanna, Grand Trunk, Michigan Central, and South Buffalo railroads, which were inspected too late to permit the necessary statistics to be included within these tables.

Defects observed:

Item	Number
Number of locomotives operated.....	5618
Locomotives inspected.....	3645

Nature of Defects	Number
Air-brake equipment defective.....	176
Draft gear defective.....	141
Driving gear defective ¹	308
Driving wheels defective.....	51
Engine truck or trailer wheels defective.....	68
Tender, tender trucks, or wheels defective.....	183
Metallic packing leaking.....	22
Running gear defective ²	232
Safety appliances defective.....	224
Headlights defective.....	28
Signal lights defective.....	3
Arch tubes leaking or defective.....	3
Ash-pans or smoke-arch defective.....	94
Barrel cracked or defective.....	1
Barrel leaking.....	35
Boiler mountings inside of cab leaking or defective ³	154
Boiler mountings outside of cab leaking or defective ⁴	279
Dome leaking.....	19
Flues or firebox sheets leaking or defective.....	88
Flues plugged.....	2
Foundation rings leaking.....	164
Gauge cocks leaking or defective.....	129
Injectors inoperative or defective.....	22
Lubricator shields missing or defective.....	1
Stay bolts broken.....	61
Tell-tale holes plugged or hammered over.....	3
Throat or side sheets, outside, defective.....	13
Water glass or water glass shields missing or defective.....	177

¹ This defect covers crossheads, guides, piston and piston rods, main and side rods.

² This defect covers crank pins, driving boxes, driving box shoes and wedges, frames, lateral motion work, pilots and spring rigging.

³ This defect covers injector connections in cab, squirt-hose connections, steam gauge and fittings, steam pipes, and valves in cab, etc.

⁴ This defect covers blow-off cock, boiler checks, cylinder leaks, plugs leaking, steam valves outside of cab, and washout plugs, etc.

With the increased force provided for the inspection of equipment by amendments of sections 47 of the Public Service Com-

missions Law and 73 of the Railroad Law, and for which the Commission has requested an appropriation from the Legislature, the Commission will be able to give a closer and more detailed inspection than heretofore, particularly in respect to electric locomotives.

Locomotive Boiler Inspections: The following tables are prepared from information derived from the inspection of locomotive boilers. The total number of locomotive boilers reported and their distribution according to companies are shown as follows:

New York Central.....	3,342
Erie.....	1,523
Pennsylvania.....	1,039
Lehigh Valley.....	928
New York, New Haven and Hartford.....	733
Delaware, Lackawanna and Western.....	731
Delaware and Hudson.....	498
Grand Trunk.....	450
Boston and Maine.....	389
Buffalo, Rochester and Pittsburgh.....	322
New York, Chicago and St. Louis.....	253
Michigan Central.....	233
Boston and Albany.....	220
New York, Ontario and Western.....	192
Long Island.....	184
Rutland.....	92
Central New England.....	81
Buffalo and Susquehanna.....	52
Lehigh and Hudson River.....	49
Pere Marquette.....	49
Pittsburg, Shawmut and Northern.....	49
Wabash.....	49
Canadian Pacific.....	48
Lehigh and New England.....	44
South Buffalo.....	31
Central Vermont.....	29
Ulster and Delaware.....	29
Walsh Construction Co.....	24
Buffalo Creek.....	23
Toronto, Hamilton and Buffalo.....	20
Donner Steel Co.....	11
Solvay Process Co.....	10
Quebec, Montreal and Southern.....	9
American Locomotive Co.....	7
Fonda, Johnstown and Gloversville.....	7
Grasse River.....	7
Wickwire Steel Co.....	7
Delaware and Northern.....	6
Genesee and Wyoming.....	6
Union Carbide.....	6
Central New York Southern.....	5
Lake Champlain and Moriah.....	5
New York and Pennsylvania.....	5
Total for above companies.....	11,797
43 other companies operating less than 5 locomotives.....	82
Grand total December 1, 1920.....	11,879

The following table shows the disposition of boilers reported during the past year:

Number of boilers reported for service December 1, 1919.....	11,748
Number of boilers scrapped or sold during year.....	124
Number of boilers permanently withdrawn from New York state during year.....	163
	287
Difference.....	11,461
Specifications filed during year.....	418
Number of boilers reported for service December 1, 1920.....	11,879

The total number of alteration reports and re-filed specification cards received during past year are as follows:

Number of specifications cards re-filed during year.....	129
Number of alteration reports filed during year.....	802
	931

The number of locomotive boilers and average ages are as follows:

Company	Number of locomotive boilers reported for service	Average age
Boston and Albany.....	220	12.6
Boston and Maine.....	389	11.1
Buffalo, Rochester and Pittsburgh.....	322	11.8
Buffalo and Susquehanna.....	52	15.5
Central New England.....	81	16.3
Delaware and Hudson.....	498	16.1
Delaware, Lackawanna and Western.....	731	15.4
Erie.....	1,523	16.7
Grand Trunk.....	450	17.4
Lehigh Valley.....	928	11.5
Long Island.....	184	19.1
Michigan Central.....	233	13.5
New York Central.....	3,342	11.6
New York, Chicago and St. Louis.....	253	11.5
New York, New Haven and Hartford.....	733	14.2
New York, Ontario and Western.....	192	17.4
Pennsylvania.....	1,039	14.5
Rutland.....	92	17.5
Totals.....	11,262	13.8

In addition to the above there were 68 railroad and manufacturing companies operating less than fifty locomotives each, who reported 617 locomotive boilers in service of an average age of 16.2 years, making a total of all railroad and manufacturing companies in the State reporting 11,879 locomotive boilers of an average age of 13.9 years.

December 1, 1919, there were 11,748 locomotive boilers of an average age of 13.14 years.

The distribution of boilers according to their ages is as follows:

Item	Dec. 1, 1917	Dec. 1, 1918	Dec. 1, 1919	Dec. 1, 1920
Number of boilers reported under 10 years of age..	3,761	4,411	4,023	3,691
Number of boilers reported 10 years and under 20 years.....	5,882	5,589	5,837	5,924
Number of boilers reported 20 years and under 30 years.....	1,064	1,308	1,578	1,865
Number of boilers reported 30 years and under 40 years.....	195	241	295	380
Number of boilers reported 40 years and over....	2	6	15	19
Totals.....	10,904	11,555	11,748	11,879

The number of locomotive boilers built during the past three years is shown as follows:

Company	1920	1919	1918
Beaver Boards Co. ....	.....	1	.....
Boston and Albany .....	.....	.....	10
Boston and Maine	20	.....	.....
Buffalo, Rochester and Pittsburgh .....	.....	.....	39
Delaware and Hudson .....	.....	1	20
Delaware, Lackawanna and Western	16	.....	15
Donner Steel Co.	2	.....	1
Erie	1	45	47
Genesee and Wyoming	1	.....	.....
Grand Trunk .....	.....	6	9
Lehigh and Hudson River .....	.....	.....	4
Lehigh Valley	4	48	15
Long Island .....	.....	.....	4
Michigan Central .....	.....	.....	14
New York Central	1	24	362
New York, Chicago and St. Louis .....	.....	.....	25
New York, New Haven and Hartford	40	16	49
Pennsylvania .....	.....	.....	5
Pittsburg, Shawmut and Northern	2	.....	.....
Rutland .....	.....	.....	8
Solvay Process Co.	1	.....	.....
South Buffalo .....	.....	.....	2
Standard Oil Co.	1	.....	.....
Unadilla Valley .....	.....	2	.....
Totals	89	143	629

Forest Preserves: At the beginning of the year the price of fuel oil had risen to such a height, and the available supply had fallen so low, that it became obvious that considerable difficulty would be experienced by the railroads operating within the Adirondacks in complying with the order of the Commission with respect to burning oil between 8 a. m. and 8 p. m. from April 15th to November 1st.

Prior to April 1st, the corporations subject to this order petitioned the Commission to be relieved from its requirements, alleging that they were unable to secure fuel oil at any price, a contention which they were able to sustain by evidence. After hearing and considerable investigation by the Commission, a suspension was granted by the Commission for one month under certain specific restrictions and requirements with reference to the maintenance of coal burning locomotives, including the types of front ends and ash-pans, their regular inspection, track patrol, etc. Subsequently a supply of fuel oil became available at a relatively high price, and The Delaware and Hudson Company voluntarily resumed the burning of oil, chiefly on account of its inability to provide an adequate supply of coal burning locomotives which would meet the specifications laid down by the order of the Com-

mission. The New York Central Railroad Company, however, petitioned a further suspension on account of the excessive cost of burning oil at the high price which it was compelled to pay; and furthermore, because during the period of suspension it believed it had demonstrated its ability to burn coal without danger from fire, the period referred to having been very dry. After hearing, the Commission consented to a further suspension for one month, under the provision that the company would purchase and put in storage a sufficient supply of oil to enable it to begin the use of oil immediately on notice from the Commission, and to continue such oil burning during the balance of the season. This the company did, and further suspensions were made from month to month on petition from the company, with the result that no oil was burned by it during the entire period.

Most of the season was quite wet, but there were periods during the Spring and Fall, the most dangerous seasons for fire, in which the forests were quite dry; and the Commission is gratified that no fires of any consequence occurred either on or off the right of way of the railroads which could be attributed to locomotives of the corporations subject to the order. The Commission is not disposed to conclude that the operation of this year is evidence that the practice may be continued in 1921 with safety. It rather regards the situation as one which must be determined on the merits as they exist when the order requiring oil burning becomes effective. The results achieved since the beginning of oil burning in 1910 are too definite and too successful to permit them to be destroyed by a fire started by a coal burning locomotive. The Commission, therefore, wishes it to be understood that its action in 1920 with respect to The New York Central Railroad Company must not be construed as a definite policy, but rather as a temporary expedient adopted in the face of unusual conditions.

Train Service: The return of the railroads brought with it a demand for the restoration of service formerly enjoyed but which had been curtailed by the United States Railroad Administration. This has resulted in numerous complaints, many of which have been satisfactorily adjusted by informal consideration. A few have required formal hearings, followed by orders for restora-

tion and dismissal as the facts warranted. The instances in which the corporations have been disposed to ignore the apparent just complaints are relatively few.

The system of reports of passenger train operation which has been required by the Commission has been continued, and it is believed that this work has engendered a spirit of keen rivalry on the part of the corporations which can not but result in the production of greater regularity of operation.

Automatic Train Control: In its annual reports the Commission has repeatedly referred to the subject of train control and dealt with it at some length in the report for 1919. The experience of the past year, notably in connection with the accidents on the New York Central Railroad at Schenectady June 9th, and at Forsyth August 20th, determined the Commission to embark on a definite policy. To that end it recommended to The New York Central Railroad Company, which it considered to be the most thoroughly developed of any within the State, that it consider the installation of some form of train control on at least fifty line miles of the main passenger track of either the Hudson, Mohawk, or Syracuse divisions, including the equipment of all passenger locomotives and at least twenty-five freight locomotives.

The company replied to this recommendation, with a request that a committee consisting of three representatives of the Commission and three of the railroad be appointed to determine what devices might be available, and where on the railroad the ones so found could best be installed for experimental trial.

The committee was promptly appointed and has been engaged in extensive investigations for some time, and expects to make a definite report before the end of the year. The Commission is confident that the first definite step toward automatic train control made under public supervision will be undertaken within the State of New York in 1921, and believes that before the end of the year it will be able to report conclusively as to the effectiveness of train control and the desirability of making installations throughout the State.

Accidents: The statistics which the Commission submits herewith in respect to the accidents which have occurred during the

past year show an unfortunate increase in the number of accidents as well as in the number of casualties. To assign a reason for this is difficult, if not impossible. There has been no relaxation apparent in the efforts of the corporations to continue the "safety first" programmes, and the period in question includes that in which the United States Railroad Administration carried on an extensive campaign through its Safety Section. The increase, however, is not great, and the Commission considers the record to be very good when it is remembered that during the period in question the greatest volume of traffic in the history of the railroads passed over the rails. The following table summarizes the statistics which have been compiled and which will be found in Appendix C:

Item	1915-16	1916-17	1917-18	1918-19	1919-20
Number of accidents.....	5,323	6,149	6,015	4,690	5,067
Passengers killed.....	13	15	23	29	33
Passengers injured.....	528	435	680	534	616
Persons carried under contract killed.....	.....	*	2	2	2
Persons carried under contract injured.....	.....	*29	73	25	43
Employees killed.....	160	226	224	186	168
Employees injured.....	2,468	3,211	2,857	2,083	2,114
Trespassers killed.....	375	364	227	187	88
Trespassers injured.....	284	250	175	119	89
Non-trespassers killed.....	120	137	157	117	112
Non-trespassers injured.....	304	407	431	385	370
Total number killed.....	668	742	633	521	403
Total number injured.....	3,584	4,332	4,216	3,146	3,232

* Persons carried under contract were formerly classified as passengers.

Fatalities to passengers show an increase, and as will be seen by the following table the chief cause lies in collisions. Automatic train control, of which mention has been made, seems to be desirable from the point of view of eliminating this useless sacrifice of human life, if such control can be depended upon to correct the errors of the human element.

The fatalities to passengers resulted from the following causes:

Falling from engines, trains, or cars.....	2
Getting on or off trains in motion.....	2
Struck while on track by train.....	3
Struck while standing on platform too close to track.....	1
Deraiment of passenger train due to defective or broken locomotive axle.....	1
Deraiment of freight train due to defective or broken freight-car axle.....	1
Rear-end collisions between passenger trains.....	8
Rear-end collisions between passenger and freight trains.....	14

A classification of the several general types of railroad accidents follows, and includes comparisons with former years:

Item	1916-17	1917-18	1918-19	1919-20
Accidents occurring while on trains, not resulting from an accident to a train.....	2,835	2,377	1,834	1,980
Accidents occurring while on tracks or adjacent thereto either from contact with trains or from other causes.....	1,529	1,496	1,075	965
Deraillments of passenger trains.....	105	153	77	174
Deraillments of freight trains.....	1,066	1,358	1,244	1,504
Butting collisions between passenger trains.....	.....	1	.....	1
Butting collisions between passenger trains and freight trains.....	3	4	2	5
Butting collisions between freight trains.....	21	24	19	21
Rear-end collisions between passenger trains and freight trains.....	11	19	4	10
Rear-end collisions between passenger trains.....	5	3	2	2
Rear-end collisions between freight trains.....	122	141	69	65
Side collisions between passenger trains.....	4	4	2	1
Side collisions between passenger trains and freight trains.....	12	10	1	2
Side collisions between freight trains.....	90	77	81	84

There has been a further increase in the number of accidents at highway grade crossings, but the number of casualties resulting therefrom has decreased. Notwithstanding that the number of accidents is very large, the Commission is gratified that more accidents have not occurred, for in the majority of cases which it has been able to investigate the evidence seems to be clear that a minimum of care on the part of the travelers on the highways would have prevented the accidents. When the vast number of automobiles which pass over the highways of the State of New York during the summer season is considered, it is remarkable that the number of accidents is so small. Undoubtedly the protection which has been afforded at the crossings of the heavily traveled highways has much to do with keeping this number down. During the year the Commission has found it desirable to direct that increased protection be afforded at a number of the crossings. This protection has included gates, flagmen, and audible-visible signals. The latter type seems to be particularly well adapted to the important highways in the outlying districts, since advance warning is given the motorist at some distance from the crossing. More extended use of this type is making motorists more familiar with them, so that they are observed and respected. These signals are not infallible, but it is believed that the fact that they give practically continuous service, and the times when they are out of service are infrequent and the period during which this occurs relatively short, makes such a signal highly desirable on improved or other main thoroughfares carrying a relatively dense traffic.

The following tables show the accidents and casualties which have occurred:

Crossing protection	1918-19		1919-20	
	Auto-mob-iles	Other vehicles	Auto-mob-iles	Other vehicles
Unprotected crossings.....	114	49	122	41
Protected by bells.....	45	10	52	11
Protected by flagmen.....	39	11	47	9
Protected by gates.....	24	6	18	5
Totals.....	222	76	239	66
Unprotected crossings.....	114	49	122	41
Protected crossings.....	108	27	117	25

Crossing protection	1918-19				1919-20			
	K.	I.	K.	I.	K.	I.	K.	I.
Unprotected crossings.....	46	93	10	39	21	110	5	25
Protected by bells.....	17	39	2	3	22	40	4	4
Protected by flagmen.....	6	31	5	6	13	60	1	2
Protected by gates.....	3	15	0	4	1	7	1	3
Totals.....	72	178	17	52	57	217	11	34
Unprotected crossings.....	46	93	10	39	21	110	5	25
Protected crossings.....	26	85	7	13	36	107	6	9

Crossing protection	Pedestrians		Pedestrians	
	1918-19		1919-20	
	K.	I.	K.	I.
Unprotected crossings.....	3	10	4	6
Protected by bells.....	1	1	0	0
Protected by flagmen.....	3	11	5	8
Protected by gates.....	16	12	6	13
Totals.....	23	34	15	27
Unprotected crossings.....	3	10	4	6
Protected crossings.....	20	24	11	21

Crossing protection	Vehicles		Vehicles	
	1918-19		1919-20	
	K.	I.	K.	I.
Unprotected crossings.....	56	132	26	135
Protected by bells.....	19	43	26	44
Protected by flagmen.....	11	37	14	62
Protected by gates.....	2	19	2	10
Totals.....	88	231	68	251
Unprotected crossings.....	56	132	26	135
Protected crossings.....	32	99	42	116

	1918-19	1919-20
Total killed.....	111	8 ³
Total injured.....	265	27 ⁸

Eliminations of Grade Crossings: The activities of this department of the Commission's work have been confined to completing the work which has been under way and the preparation of new

cases in which there is a possibility of work being commenced as soon as prices for materials and labor show a tendency to return to normal. The tables herewith presented show the status of the work under order, from which it will be discovered that but little has been done looking toward a resumption of the usual amount of work accomplished by the State before the war. The work at the Court Street grade crossing in Watertown has been continued, and work has been started at the Brown Street grade crossing in Rochester. Both of these are extensive projects involving difficult problems in municipal work. The crossings at both were subjected to extensive travel and their elimination is important. At Watertown, the crossing is now virtually eliminated since it has been closed to vehicular traffic, and pedestrian traffic has been diverted to a route in which the maximum of protection can be afforded.

Particular attention is directed to the financial statement included in the tables herewith presented. The Commission desires to make it clear that the amount available for future work is only sufficient for those cases now pending before it in which orders may be made, and to take care of increased costs involved in doing work heretofore ordered. It is essential therefore that an additional appropriation be made this year, if this work is to be extended. An increased tendency on the part of the municipalities and the corporations to take advantage of the provisions of the Railroad Law respecting the elimination of grade crossings is noted, and it would be exceedingly unfortunate if the good work which has been accomplished by the State in thus removing many of the dangerous conditions prevailing at grade crossings should be even temporarily subjected to a retarding effect.

The following tables indicate the orders which have been made by the Commission since the last annual report.

Order for the crossing of an existing railroad by a new highway, in accordance with section 90 of the Railroad Law:

Case No. 7056; New York Central Railroad; city of Utica, Parkside court.

Orders for the alteration of existing crossings, in accordance with section 91 of the Railroad Law:

Case No.	Railroad	Locality
G.C. 539	Delaware, Lackawanna & Western	Town of Cortlandville, Cortland-Homer road
5905	New York Central	City of Kingston, Broadway
6645	Pennsylvania	Town of Sherman, Perkins crossing
6919	Lehigh Valley	Town of Victor, county highway No. 335
7075	Delaware, Lackawanna & Western	Town of Nichols, River road
7096	Erie	Town of Alexander
7150	Delaware, Lackawanna & Western	Town of Union, state highway No. 5377
7151	New York Central	Village of Clyde, Seneca and Waterloo streets
7275	Pennsylvania	City of Elmira, Main street
7461	New York Central	City of Kingston, Cornell street
7469	New York Central	Town of Saugerties, state highway No. 5169
7531	New York Central	Town of Herkimer, county highway No. 460
7535	New York Central	City of Renaselaer, Columbia turnpike
7724	Long Island	Town of Southampton, Sagaponack road
7808	Long Island	Town of Easthampton, Montauk road

¹ Change in an existing overgrade crossing.

² Change in an existing undergrade crossing, proceedings instituted under section 95.

³ Part elimination by construction of a subway for pedestrians only.

Orders for modifications of orders previously made:

Case No.	Railroad	Locality
G.C. 539	Delaware, Lackawanna & Western	Town of Cortlandville, Cortland-Homer road
1848	Long Island	City of Glen Cove, Duck Pond road
2916	New York Central	Town of Lewiston, state highway No. 5590
5117	Ulster and Delaware	City of Kingston, Rondout Creek bridge
5495	Delaware & Hudson	Town of Duanesburgh, state highway No. 5551
5608	New York Central	Town of Lewiston, county highway No. 475
5695	New York Central	Town of Altamont
6326	Erie	Town of Hinsdale, old Main road to Cuba
7150	Delaware, Lackawanna & Western	Town of Union, state highway No. 5377

¹ Order rescinding previous order.

The following table indicates the crossings eliminated during the past year. Four hundred and ten crossings have been eliminated within the State up to the present time.

Case No.	Railroad	Municipality	County	Number
6645	Penna.	Town of Sherman	Chautauque	1
7150	D., L. & W.	Town of Union	Broome	1
7151	N. Y. C.	Village of Clyde	Wayne	2

The status of the projects in which orders have been made is herewith indicated:

Case No. 156, city of White Plains, New York Central railroad: plans and specifications for the Woodland Place viaduct to eliminate the Tibbets Avenue grade crossing have been prepared by the Bronx Parkway Commission; work of construction expected to be started in 1921.

Case No. 254, city of Mount Vernon, New York Central railroad: contract for the completion of the Broad Street viaduct to eliminate the Fleetwood Avenue grade crossing has been awarded; work of construction started.

Case No. 277, town of Warsaw, Erie railroad: work to be started as soon as contract can be let.

Case No. G.C.-432, city of Buffalo, Elmwood avenue, Delaware, Lackawanna and Western railroad: work completed.

Case No. G.C.-539, town of Cortlandville, Cortland-Homer road, Delaware, Lackawanna and Western railroad: preparation of detail plans in progress; work of construction to be started in 1921.

Case No. G.C.-682, city of Newburgh, South Water, William, and Kemp streets, New York Central railroad: work of construction deferred pending consideration of a change of plan.

Case No. 1519, city of Jamestown, Erie railroad: work suspended indefinitely; no progress during the past year.

Case No. 2805, town of Cheektowaga and village of Sloan, Delaware, Lackawanna and Western, Erie, and Lehigh Valley railroads: viaduct and approaches completed; work on marginal and connecting streets again postponed; municipality securing additional land; no progress during the past year.

Case No. 2916, town of Lewiston, state highway No. 5590, New York Central railroad: original order amended, case closed.

Case No. 3046, town of Afton, state highway No. 5261, Delaware and Hudson railroad: preparation of detail plans and specifications in progress; work expected to be started in 1921.

Case No. 3133, city of Mount Vernon, Fifth street, New York, New Haven and Hartford railroad: work completed; accounting deferred pending settlement of dispute in regard to certain charges in the railroad company's bill.

Case No. 3400, city of Yonkers, Worth street, New York Central railroad: work of construction not started, pending construction of street.

Case No. 3675, town of North Salem, state highway No. 5464, New York Central railroad: re-grading of east approach again deferred; settlement of damage claims still pending.

Case No. 3729, towns of Salina and DeWitt, New York Central railroad: work of construction deferred by Highway Department on account of lack of funds.

Case No. 3778, city of Ogdensburg, New York Central railroad: work completed with exception of lowering of track to obtain necessary clearance which work has again been deferred.

Case No. 4052, town of Chester, state highway No. 5297, Lehigh and Hudson River railroad: work of construction still deferred by the Highway Department on account of lack of funds.

Case No. 4108, town of Remsen, New York Central railroad: work completed, final accounting in progress.

Case No. 4473, town of Mamakating, state highway No. 5510, New York, Ontario and Western railroad: final settlement still deferred on account of inability to obtain clear title to certain property necessary for the project.

Case No. 4643, town of Brookhaven, Long Island railroad: work completed, final accounting in progress.

Case No. 4852, town of Carrollton, Buffalo, Rochester and Pittsburg railroad: work of construction deferred by railroad.

Case No. 4855, town of Camillus, New York Central railroad: detail plans and specifications approved; work expected to be started in 1921.

Case No. 4887, city of Jamestown, Buffalo street, Erie railroad: work deferred on account of high cost of labor and materials.

Case No. 4963, city of Watertown, Court street, New York Central railroad: work in progress; construction about 60% complete including retaining walls, embankment, and girder spans on north approach; arch ribs and lower deck masonry on span over river; arch over railroad; and a portion of the retaining walls and embankment on the south approach.

Case No. 5005, city of Rochester, Brown street, New York Central and Buffalo, Rochester and Pittsburgh railroads: steel purchased, contract for construction awarded; work in progress on temporary arrangement of tracks.

Case No. 5081, town of Delhi, county highway No. 1441, New York, Ontario and Western railroad: work of construction which was postponed on account of war conditions expected to be started in 1921.

Case No. 5117, city of Kingston, state highway No. 5599, Ulster and Delaware railroad: original order amended; work in progress on anchorages for suspension bridge.

Case No. 5236, town of New Paltz, New York Central railroad: work completed.

Case No. 5496, town of Duaneburgh, state highway No. 5551, Delaware and Hudson railroad: original order amended, preparation of detail plans in progress.

Case No. 5507, town of Barton, Lehigh Valley railroad: work of construction still deferred.

Case No. 5805, town of Springwater, county highway No. 1321, Erie railroad: work of construction which was deferred by the railroad company pending the improvement of the remainder of the county highway, to be started in 1921.

Case No. 5808, town of Lewiston, county highway No. 475, New York Central railroad: original order amended and detail plans and specifications approved; work of construction deferred on account of high cost of proposed structure at present prices.

Case No. 5860, town of Richmondville, Delaware and Hudson railroad: work deferred by Highway Department pending a possible change of plan.

Case No. 5873, crossings between Buffalo and Niagara Falls, Frontier Electric railway: construction of railway deferred indefinitely.

Case No. 5895, town of Altamont, New York Central railroad: original order amended eliminating necessity for new side street leading to freight house; case closed.

Case No. 5755, towns of Lafayette and Fabius, Delaware, Lackawanna and Western railroad: town of Fabius, bridge and grading of approaches completed; town of Lafayette, bridge completed and south approach graded.

Case No. 5768, city of Tonawanda, Frontier Electric railway: construction of railway deferred indefinitely.

Case No. 5800, cities of Tonawanda, North Tonawanda, and Niagara Falls, Frontier Electric railway: construction of railway deferred indefinitely.

Case No. 5801, town of Unadilla, county highway No. 708, New York, Ontario and Western railroad: work of construction deferred by Highway Department on account of lack of funds.

Case No. 5805, city of Kingston, Broadway, New York Central railroad: work of construction deferred on account of an injunction obtained by tax-payers restraining the City of Kingston from spending any money to carry out the provisions of the order.

Case No. 5981, cities of Tonawanda and North Tonawanda, New York Central railroad: work of construction in progress; that portion of the new line of the railroad located within the city of Tonawanda has been completed except the connection with the old line south of Kohler street, the new station and grounds, and a short gap at the old Fillmore avenue sidetrack from the Tonawanda branch; the structures over Tonawanda creek and over Sweeney street in North Tonawanda have been completed; the work at Tremont street and north thereof has been deferred until 1921.

Case No. 5991, town of Great Valley, county highway No. 1509, Buffalo, Rochester and Pittsburgh railroad: work deferred by Highway Department.

Case No. 6018, city of Buffalo, Hopkins street, Buffalo, Rochester and Pittsburgh railroad: work completed.

Case No. 6026, town of Caledonia, Lehigh Valley railroad: work postponed by railroad company.

Case No. 6027, towns of Alden and Lancaster, Lehigh Valley railroad: work postponed by railroad company.

Case No. 6155, town of Camillus, New York Central railroad: detail plans and specifications approved; work of construction expected to be started in 1921.

Case No. 6297, town of Worcester, Delaware and Hudson railroad: work in progress.

Case No. 6301, town of Maryland, Delaware and Hudson railroad: work in progress.

Case No. 6315, town of Saugerties, New York Central railroad: work deferred by town.

Case No. 6326, town of Hinsdale, Erie railroad: grading completed; remainder of work postponed until 1921.

Case No. 6330, city of North Tonawanda, International railway: work postponed until construction of Frontier Electric railway.

Case No. 6339, city of Newburgh, South street, New York Central railroad: work deferred by city.

Case No. 6428, city of Rochester, Blossom road, New York Central railroad: detail plans approved; work expected to be started in 1921.

Case No. 6466, city of Ithaca, North Cayuga street, Central New York Southern railroad: work deferred by railroad company.

Case No. 6556, city of Watertown, Massey street, New York Central railroad: work deferred on account of the high cost of labor and materials.

Case No. 6749, city of Syracuse, Delaware, Lackawanna and Western railroad: work in progress.

Case No. 6919, town of Victor, county highway No. 335, Lehigh Valley railroad: work in progress.

Case No. 7056, city of Utica, Parkside court, New York Central railroad: work deferred by city.

Case No. 7075, town of Nichols, River road, Delaware, Lackawanna and Western railroad: work of construction to be started in 1921.

Case No. 7096, town of Alexander, Erie railroad: plans and specifications approved; work of construction to be started in 1921.

Case No. 7150, town of Union, Riverside drive, state highway No. 5377, Delaware, Lackawanna and Western railroad: undergrade crossing completed and approaches graded; pavement on approaches to be constructed in 1921.

Case No. 7275, city of Elmira, South Main street, Pennsylvania railroad: work deferred until 1921.

Case No. 7461, city of Kingston, Cornell street, New York Central railroad: work deferred on account of an appeal from the Commission's order by a property owner.

Case No. 7469, town of Saugerties, state highway No. 5169, New York Central railroad: work temporarily deferred by Highway Department on account of lack of funds.

Case No. 7531, town of Herkimer, New York Central railroad: work of construction in progress.

Case No. 7535, city of Rensselaer, Columbia turnpike, New York Central railroad: work of construction deferred until 1921.

Case No. 7724, town of Southampton, Sagaponack road, Long Island railroad: work deferred until 1921.

Case No. 7808, town of Easthampton, Montauk road, Long Island railroad: work deferred until 1921.

There are still a number of petitions before the Commission for the elimination of grade crossings, a list of which is given herewith. To accomplish the elimination of all the crossings involved would require approximately \$1,000,000 as the State's share of the cost.

Case No.	Railroad	Municipality	Name of crossing
157	N. Y. C.	Village of Tarrytown	Main and Wildey streets
1230	Erie	Town of Wallkill	Howells Station
1415	N. Y. C.	City of Rochester	Lyell avenue
2098	Erie	Town of Blooming Grove	Blooming Grove — Lincoln Highway
2658	D. & H.	Town of Fenton	Nowlan road
2843	Erie	Village of Salamanca	Wildwood avenue
2875	N. Y. C.	Village of Cornwall	River road, Back Rd. and Main St.
3290	N. Y. O. & W.	City of Middletown	Winer avenue
3402	B. & M.	Town of Rotterdam	County highway No. 641
3690	L. V.	Town of LeRoy	North and Lake streets
4474	D. & H.	Town of Colonie	Shaker-Watervliet (Co. highway)
*4675	Genesee River	Town of Cuba	State highway No. 5174
5633	D. & H.	Village of Cobleskill	Main street (state highway)
5641	D. & H.	Town of Afton	Maple street
5651	N. Y. C.	Town of Guiderland	Fullers road
5906	D. & H.	City of Albany	Broadway and Madison Ave.
5984	D., L. & W.	Town of North Dansville	Near village of Dansville
5990	N. Y. C.	City of Yonkers	Yonkers Ave. and Tuckahoe Rd.
7149	Erie	Town of Kirkwood	County highway No. 834
7470	Penna., Erie, and B., R. & P.	Town of Carrollton	Bradford-Carrollton (Federal aid highway)
7823	Penna. and N.Y. C. & St. L.	Town of Evans	Creek road
7824	N. Y. C.	Town of Mentz	Port Byron-Conquest (Federal aid highway)
7936	N. Y. C.	Town of Perinton	Rochester-Fairport (Co. highway)

* Petition for reconstruction of existing under-crossing.

The following is a financial statement of the condition of the funds appropriated by the Legislature for the elimination of grade crossings:

Total amount appropriated prior to 1912.....	\$2,317,606.92
Less amount lapsed.....	2,945.86
	<hr/>
	\$2,314,661.06
Amount appropriated by Legislature of 1912.....	Nothing
Amount appropriated by Legislature of 1913.....	Nothing
Amount appropriated by Legislature of 1914.....	Nothing
Amount appropriated by Legislature of 1915.....	552,000.00
Amount appropriated by Legislature of 1916.....	175,000.00
Amount appropriated by Legislature of 1917.....	250,000.00
Amount appropriated by Legislature of 1918.....	100,000.00
Amount appropriated by Legislature of 1919.....	Nothing
Amount appropriated by Legislature of 1920.....	Nothing
	<hr/>
	\$3,391,661.06
Total amount paid by State Treasurer to December 31, 1920, as the State's portion of cost.....	2,707,738.23
	<hr/>
Balance for future work and completion of that already authorized.....	\$683,922.83
Amount segregated and set aside for work ordered.....	313,026.90
	<hr/>
Balance not specifically segregated or set apart for work ordered.....	\$370,895.93
Estimated amount necessary to complete work already ordered, in addition to the amount previously segregated.....	335,465.37
	<hr/>
Balance available for future orders.....	\$35,430.56

The distribution of the amount segregated and set aside for work ordered with respect to the various projects is as follows:

Case No.	Railroad	Municipality	Amount
156	N. Y. C.....	City of White Plains.....	\$7,344.63
254	N. Y. C.....	City of Mount Vernon.....	1,961.99
277	Erie.....	Town of Warsaw.....	4,000.00
1519	Erie.....	City of Jamestown.....	92,796.54
2805	D., L. & W., L. V., and Erie.....	Town of Cheektowaga and village of Sloan	22,328.56
3778	N. Y. C.....	City of Ogdensburg.....	3,639.18
4643	Long Island.....	Town of Brookhaven.....	2,726.56
4965	N. Y. C.....	City of Watertown.....	34,494.03
5005	N. Y. C.....	City of Rochester.....	121,735.36
6919	Lehigh Valley.....	Town of Victor.....	22,000.00
	Total.....		<hr/>
			\$313,026.90

The estimated amount necessary to complete work already ordered by the Commission, as stated above, \$335,465.37, is divided as follows:

Cases in which work of construction has been started and in which additional funds are necessary to complete:

Case No.	Railroad	Municipality	Additional segregation necessary
156	N. Y. C.....	White Plains.....	\$3,055.37
4643	L. I.....	Brookhaven.....	700.00
1519	Erie.....	Jamestown.....	*
	Total.....		<hr/>
			\$3,755.37

* There is a balance of \$92,796.54 from the amount segregated in case No. 1519, but the estimated cost of completing the project is so great that the work has been postponed indefinitely.

Case in which an order has been made and an amount segregated which is insufficient to complete the work on account of the increased cost of labor and materials:

Case No. 277, Erie Railroad Co., Town of Warsaw; additional segregation necessary \$2000.

Cases in which orders have been made but no funds have been segregated:

Case No.	Railroad	Municipality	Amount necessary to be segregated
G. C. 539	D. L. & W.	Town of Cortlandville.	\$25,000.00
G. C. 682	N. Y. C.	City of Newburgh.	100,000.00
5905	N. Y. C.	City of Kingston.	125,000.00
6155	N. Y. C.	Town of Camillus.	22,000.00
6315	N. Y. C.	Town of Saugerties.	10,500.00
6556	N. Y. C.	City of Watertown.	20,000.00
7075	D. L. & W.	Town of Nichols.	5,000.00
7096	Erie.	Town of Alexander.	8,000.00
7275	Penna.	City of Elmira.	5,000.00
7461	N. Y. C.	City of Kingston.	1,500.00
7535	N. Y. C.	City of Rensselaer.	3,750.00
7724	L. I.	Town of Southampton.	660.00
7808	L. I.	Town of Easthampton.	3,300.00
Total			\$329,710.00

Case No. 4887, city of Jamestown, Buffalo street, Erie Railroad Co., has not been included in the above table as the work of construction in this case has been postponed indefinitely by order of the Commission.

The distribution of the money already expended from the funds appropriated by the Legislature for the elimination of grade crossings with respect to the various counties and to the railroad corporations is as follows:

County	Amount	Percentage
Albany	\$150,995.24	5.577
Allegany	3,054.93	0.113
Bronx	9,720.51	0.359
Broome	92,758.41	3.426
Cattaraugus	43,395.33	1.602
Cayuga	15,164.56	0.560
Chautauqua	96,297.44	3.556
Chemung	11,867.01	0.438
Chenango	4,301.06	0.159
Clinton	12,114.61	0.447
Columbia	2,765.86	0.102
Cortland	35,523.68	1.312
Delaware	121,310.59	4.480
Dutchess	88.38	0.003
Erie	30,263.01	1.118
Essex	2,694.77	0.100
Franklin	65,837.30	2.431
Fulton	88.38	0.003
Genesee	30,263.01	1.118
Greene	2,694.77	0.100
Hamilton	65,837.30	2.431
Herkimer	88.38	0.003
Jefferson	30,263.01	1.118
Kings	2,694.77	0.100
Lewis	65,837.30	2.431
Livingston	1,807.36	0.067
Madison	7,138.36	0.264
Monroe	161,722.36	5.973
Montgomery	7,811.57	0.288
Nassau	55,792.07	2.060
New York	27,809.01	1.008
Niagara	27,809.01	1.008

County	Amount	Percentage
Oneida.....	\$158,782.01	5.864
Onondaga.....	25,556.39	0.944
Ontario.....	3,131.16	0.116
Orange.....	52,874.54	1.953
Orleans.....	.....	.....
Oswego.....	14,311.03	0.529
Otsego.....	29,687.10	1.096
Putnam.....	3,929.02	0.145
Queens.....	.....	.....
Rensselaer.....	26,141.30	0.965
Richmond.....	.....	.....
Rockland.....	15,347.17	0.567
St. Lawrence.....	16,360.32	0.604
Saratoga.....	.....	.....
Schenectady.....	411,515.52	15.198
Schoharie.....	.....	.....
Schuyler.....	2,296.96	0.085
Seneca.....	.....	.....
Steuben.....	73,913.03	2.730
Suffolk.....	116,135.53	4.289
Sullivan.....	28,585.13	1.056
Tioga.....	.....	.....
Tompkins.....	2,743.48	0.101
Ulster.....	26,408.82	0.975
Warren.....	.....	.....
Washington.....	.....	.....
Wayne.....	2,100.86	0.078
Westchester.....	729,116.19	26.927
Wyoming.....	9,068.75	0.335
Yates.....	.....	.....
Totals.....	\$2,707,738.23	100.

Company	Miles of road in State ¹	Per cent of total road in State	Amount expended	Per cent of total amount expended
N. Y. C.....	2,740.61	35.985	\$1,710,868.94	63.185
Erie.....	944.98	12.408	311,560.04	11.506
D. & H.....	679.95	8.928	172,693.13	6.378
L. I.....	394.56	5.181	171,927.60	6.350
D., L. & W.....	493.28	6.477	128,080.42	4.730
N. Y., O. & W.....	443.73	5.826	88,049.82	3.252
Penna.....	432.35	5.677	32,233.33	1.190
B., R. & P.....	183.82	2.414	30,574.97	1.129
B. & M.....	120.50	1.582	20,026.55	.740
U. & D.....	128.88	1.692	14,128.96	.521
N. Y., C. & St. L.....	71.01	0.932	10,262.04	.379
C. N. E.....	209.65	2.753	7,300.00	.270
P., S. & N.....	88.72	1.165	3,054.93	.113
L. V.....	633.25	8.315	2,743.48	.101
N. Y., N. H. & H.....	25.47	.334	2,278.35	.084
L. & H. R.....	25.20	.331	1,955.67	.072
Totals.....	7,615.96	100.	\$2,707,738.23	100.

¹ Does not include miles of road operated under trackage rights.

² The total for The New York Central Railroad Company includes \$28,367.55 expended in case No. 5005, part of which amount is properly chargeable to the Buffalo, Rochester and Pittsburgh Railway Company.

³ The total for The Delaware, Lackawanna and Western Railroad Company includes \$78,018.33 expended in case No. 2805, part of which amount is properly chargeable to the Erie and Lehigh Valley Railroad companies.

The practice of making detailed inspections of the condition of the structures erected under orders of the Commission, inaugurated last year, has been continued. All of the recommendations made subsequent to the inspections of 1919 have received attention, and the Commission believes that this practice has resulted in material benefit to the property which it was designed to protect.

DIVISION OF ELECTRIC RAILROADS

The work of this division has been conducted during the past year without substantial change in its general character or purpose, but there has been considerable change in the personnel and organization. Mr. C. R. Barnes, Chief of the division, resigned August 1, 1920, to accept the position of Commissioner of Railways in the city of Rochester. From that date to December 1, 1920, the work of the division was carried on by R. G. Winans, Assistant Electric Railroad Inspector. On the latter date, the division was consolidated with the steam railroad division under the title Division of Railroads.

December 31, 1920, there were sixty-five operating electric railroad corporations in this Public Service District. In May the Babylon Railroad Company, maintaining and operating 7.3 miles of road, ceased operation. At the end of the year there were seven electric railroad companies in this District operated under receivers. The names of these companies, with the miles of first and second track, follow:

<i>Company</i>	<i>Miles of track</i>
Binghamton Railway	44.36
Buffalo and Depew Railway	13.18
Buffalo and Lake Erie Traction	179.22
Hornell Traction	9.83
Penn Yan and Lake Shore Railway	8.50
Westchester Street Railroad	28.09
Western New York and Pennsylvania Traction	93.55
Total	376.73

The number of miles of track maintained and operated by the above named companies is 376.73, which is 13.7 per cent of the total track mileage in this Public Service District, compared with 304.66 miles operated under receivers as of December 31, 1919, or 10 per cent of the total miles of track.

January 1, 1920, the receiver of the Buffalo Southern Railway was discharged and the company reorganized under the name of the Erie County Traction Company. The Huntington Railroad Company ceased operation during September, 1919. It was reorganized as the Huntington Traction Co., Inc., and a certificate of public convenience and a necessity was issued August 10, 1920. Operation has not yet been commenced. The Commission does not recognize the Great South Bay Ferry Company as having the right to operate an electric railroad. During the year

the protective committee of bondholders divorced the Hamburg Railway from the Buffalo and Lake Erie Traction Company and it is being operated as a separate company.

At present there are 2003 miles of first track and 755 miles of second track, a total of 2758 miles of electric railroad track, operated in this Public Service District. The Babylon railroad, with 7.3 miles, and the Barcelona branch of the Chautauqua Traction Company which is 1.01 miles in length, have been abandoned. If the operation of the Huntington railroad is commenced, it would add 7.55 miles to the first track, since none of the track mileage of the Huntington railroad is included in the above total. There is some difference between the track mileage reported by the electric railroad companies in the past two years, which explains the difference in the number of miles of track reported this year as compared with the number shown in last year's report. There were no track extensions constructed during the year.

The following statement shows the electric railroad corporations operating in this Public Service District December 31, 1919, and the operating revenues for that year, arranged in order of amount of the latter:

<i>Company</i>	<i>Operating revenue,</i>
New York State Railways.....	\$9,406,473
International Railway.....	9,300,437
United Traction.....	2,848,872
Buffalo and Lake Erie Traction.....	2,181,771
Schenectady Railway.....	1,664,282
Hudson Valley Railway.....	1,118,942
Yonkers Railroad.....	1,081,074
Rochester and Syracuse Railroad.....	1,010,960
Berkshire Street Railroad.....	883,591
Empire State Railroad Corp.....	857,553
Fonda, Johnstown and Gloversville Railroad.....	764,274
New York, Westchester and Boston Railway.....	752,307
Binghamton Railway.....	722,742
Westchester Electric Railroad.....	672,242
Auburn and Syracuse Electric Railroad.....	632,544
Rochester, Lockport and Buffalo Railroad Corp. ¹	427,316
Elmira Water, Light and Railroad.....	549,222
Buffalo, Lockport and Rochester Railway ²	126,250
Western New York and Pennsylvania Traction.....	451,222
New York and Stamford Railway.....	434,003
Southern New York Power and Railway Corp.....	381,326
Albany Southern Railroad.....	357,703
Jamestown Street Railway.....	313,804
Westchester Street Railroad.....	298,585
Orange County Traction.....	237,947
Poughkeepsie and Wappingers Falls Railway.....	231,190
Ithaca Traction Corp.....	226,993
Elmira, Corning and Waverly Railway.....	222,710
Niagara Gorge Railroad.....	197,532
Kingston Consolidated Railroad.....	190,999
Jamestown, Westfield and Northwestern Railroad.....	180,794
Syracuse and Suburban Railroad.....	172,974
Warren and Jamestown Street Railway.....	158,994

¹ Operations commenced April 1, 1919.

² Operations ceased March 31, 1919.

<i>Company</i>	<i>Operating revenues</i>
Chautauqua Traction.....	154,648
Niagara Junction Railway.....	150,121
Black River Traction.....	131,020
Buffalo Southern Railway.....	126,318
Geneva, Seneca Falls and Auburn Railroad.....	115,350
Waverly, Sayre and Athens Traction.....	110,601
Syracuse Northern Electric Railway.....	104,175
Cortland County Traction.....	104,056
Corning and Painted Post Street Railway.....	87,590
Peekskill Lighting and Railroad.....	81,677
Wallkill Transit.....	77,725
Hornell Traction.....	70,919
Fishkill Electric Railway.....	69,059
Huntington Railroad ¹	37,699
Ogdensburg Street Railway.....	47,008
New York, Westchester and Connecticut Traction.....	41,362
Buffalo and Williamsville Electric Railway.....	40,669
Plattsburgh Traction.....	37,766
Troy and New England Railway.....	36,428
Rochester & Manitou Railroad.....	35,515
New Paltz, Highland and Poughkeepsie Traction.....	34,190
Penn Yan & Lake Shore Railway.....	31,773
Kayaderos Railroad Corp.....	38,684
Port Jervis Traction.....	27,616
Glen Cove Railroad.....	26,400
Hudson River and Eastern Traction.....	21,251
Mount Beacon Railway.....	19,933
Batavia Traction.....	18,776
Nassau County Railway.....	17,977
Buffalo and Depew Railway.....	16,942
Paul Smith's Electric Light and Power and Railroad.....	13,011
Northport Traction.....	11,645
Putnam and Westchester Traction.....	11,906
Babylon Railroad.....	8,305
Suffolk Traction ²	5,859

¹ Operations ceased September 23, 1919.

² Operations ceased October 10, 1919.

Results of operations of electric railroads for nine months ended September 30, 1920, compared with the corresponding period of 1919:

Item	Nine months ended Sept. 30, 1919	Nine months ended Sept. 30, 1920	Amount increase or decrease	Per cent increase or decrease
Railroad operating revenues.....	\$30,230,430	\$34,724,322	\$4,493,892	15.0
Railroad operating expenses.....	24,360,146	23,404,250	4,044,104	16.6
Net revenue railway operations.....	\$5,870,284	\$6,320,072	\$449,788	7.7
Railway tax accruals.....	¹ 1,778,098	1,901,245	123,147	6.9
Railroad operating income.....	² \$4,092,186	\$4,418,827	\$326,641	8.0
Gross income.....	\$4,837,380	\$5,581,406	\$744,026	15.4
Net corporate income (or deficit)...	D 2,180,801	D 1,640,079	D 540,722	D 24.8
Dividend appropriations.....	176,124	209,797	33,673	19.1
Number revenue passengers carried.....	425,661,163	455,697,685	30,036,522	7.1
Number car-miles operated.....	71,996,533	72,633,468	636,935	.9

D prefixed to a figure denotes a decrease or deficit.

¹ The item of \$37,600, which includes gas, electric, and railroad departments of the Albany Southern Railroad Company, is excluded from the above, since allocation has not been made.

² Operating income of the Fonda, Johnstown and Gloversville Railroad Company includes both steam and electric operations; allocation has not been made.

Increased Rates of Fare: Practically all the operating electric railroads in this Public Service District have within the past three years made application to this Commission for approval of increased rates of fare. Increasing the operating revenue through increased fares rather than curtailment of service has favorably

affected the net income of a number of the companies, while both methods have of necessity been applied to some roads to insure continued operation. Where companies have not been repressed by franchise stipulations, the Commission has given all applications for increased fares active consideration and thorough investigation, and in each case where increased fares were found to be necessary to continue operation with a fair return on a reasonable investment, increased rates were authorized.

The following statement shows the evolution and present status of rates of fares in cities included in this Public Service District:

Municipality	Corporation	1917			
		Rate of fare		Increase allowed	Increase effective
		Cash	Tickets		
		cents	cents		
Albany.....	United Traction.....	5			
Amsterdam.....	Fonda, Johnstown and Gloversville.....	5			
Auburn.....	Auburn and Syracuse Electric.....	5			
Batavia.....	Batavia Traction.....	5			
Beacon.....	Fishkill Electric.....	5			
Binghamton.....	Binghamton Railway.....	5			
Buffalo.....	International Railway.....	5			
Canandaigua.....	New York State Railways.....	5			
Cohoes.....	United Traction.....	5			
Corning.....	Corning and Painted Post Street.....	5			
Cortland.....	Cortland County Traction.....	5			
Elmira.....	Elmira Water, Light and Railroad.....	5			
Fulton.....	Empire State Railroad.....	5			
Geneva.....	Geneva, Seneca Falls and Auburn.....	5			
Glen Cove.....	Glen Cove Railroad.....	5			
Glen Falls.....	Hudson Valley Railway.....	5			
Gloversville.....	Fonda, Johnstown and Gloversville.....	5			
Hornell.....	Hornell Traction.....	5		Nov. 20	Dec. 4
Hudson.....	Albany Southern.....	5			
Ithaca.....	Ithaca Traction.....	5		Nov. 21	Dec. 1
Jamestown.....	Jamestown Street Railway.....	5			
Johnstown.....	Fonda, Johnstown and Gloversville.....	5			
Kingston.....	Kingston Consolidated Railroad.....	5			
Lackawanna.....	Hamburg Railway.....	5			
Little Falls.....	New York State Railways.....	5			
Lockport.....	International Railway.....	5			
Mechanicville.....	Hudson Valley Railway.....	5			
Middletown.....	Wallkill Transit.....	5			
Mount Vernon.....	Westchester Electric Railroad.....	5			
Newburgh.....	Orange County Traction.....	5		Nov. 21	Nov. 29
New Rochelle.....	Westchester Electric Railroad.....	5			
Niagara Falls.....	International Railway.....	5			
North Tonawanda.....	International Railway.....	5			
Ogdensburg.....	Ogdensburg Street Railway.....	5			
Olean.....	Western New York and Penna. Tr.....	5			
Oneida.....	New York State Railways.....	5			
Oneonta.....	Southern New York Power and Ry.....	5			
Oswego.....	Empire State Railroad.....	5			
Plattsburgh.....	Plattsburgh Traction.....	5			
Port Jervis.....	Port Jervis Traction.....	5			
Poughkeepsie.....	Poughkeepsie and Wappingers Falls.....	5			
Rensselaer.....	United Traction.....	5			
Rochester.....	New York State Railways.....	5			
Rome.....	New York State Railways.....	5			
Salamanca.....	Western New York and Penna. Tr.....	5			
Saratoga Springs.....	Hudson Valley Railway.....	5			
Schenectady.....	Schenectady Railway.....	5			
Sherrill.....	New York State Railways.....	5			
Syracuse.....	New York State Railways.....	5			
Tonawanda.....	International Railway.....	5			
Troy.....	United Traction.....	5			
Utica.....	New York State Railways.....	5			
Watertown.....	Black River Traction.....	5			
Watervliet.....	United Traction.....	5			
White Plains.....	Westchester Street Railroad.....	5			
Yonkers.....	Yonkers Railroad.....	5			

The foregoing table is summarized in the following statement:

Item	1917		1918		1919		1920	
	Cities	% of total	Cities	% of total	Cities	% of total	Cities	% of total
Number of cities in which a 5 cent fare is charged.....	53	95	32	57	25	44	18	32
Number of cities in which a 6 cent fare is charged.....	3	5	20	36	23	41	5	9
Number of cities in which a 7 cent fare is charged.....	.....	.....	4	7	6	11	24	43
Number of cities in which an 8 cent fare is charged.....	.....	.....	.....	.....	2	4	9	16
Totals.....	56	100	56	100	56	100	56	100

[illegible]

Effect of Increased Rates of Fare on Operating Revenues and Passengers Carried, City Divisions: Information as to the effect of increased fares on operating revenues and the number of revenue passengers carried was secured by the Commission through the means of a general letter dated November 9, 1920, which was addressed to the various operating companies where the rates on city divisions had been increased. The results of city operation

for each individual company for varying periods have been compiled. The different cities were grouped in accordance with the STATEMENT SHOWING THE EFFECT OF INCREASED PASSENGER FARES UPON INCREASE OR DECREASE, FOR VARIOUS

Corporation	City	Population	Average rate of fare increase	Increase rate period	Duration of period, in months
			%		
<i>Group A. Population of</i>					
International.....	Buffalo.....	455,000	40.0	5-1-20 to 10-31-20	6
New York State Railways	Rochester...	249,000	40.0	9-1-20 to 10-31-20	2
Totals					
<i>Group B. Population of</i>					
New York State Railways	Syracuse.....	149,000	20.0	12-1-18 to 9-30-20	22
United Traction.....	Albany.....	108,000	{ 20.0 16.7 }	9-1-18 to 10-31-20	{ 17 9 }
Totals					
<i>Group C. Population of</i>					
New York State Railways	Utica.....	81,000	20.0	12-1-18 to 9-30-20	22
Schenectady.....	Schenectady..	80,000	40.0	8-1-20 to 10-31-20	3
United Traction.....	Troy.....	76,000	{ 20.0 16.7 }	9-1-18 to 10-31-20	{ 17 9 }
Totals					
<i>Group D. Population of</i>					
Binghamton.....	Binghamton..	54,000	20.0	5-1-20 to 10-31-20	6
Jamestown Street.....	Jamestown...	38,000	{ 14.3 cash 40.0 ticket }	7-1-20 to 10-31-20	4
Fonda, J. & G.....	Amsterdam..	34,000	33.3	9-1-20 to 10-31-20	2
Auburn and S. E.....	Auburn.....	33,000	16.7	1-1-20 to 10-31-20	10
Poughkeepsie and W. F..	Poughkeepsie	33,000	16.7	8-1-20 to 10-31-20	3
Orange County Tr.....	Newburgh....	28,000	16.7	7-1-20 to 10-31-20	4
Totals					
<i>Group E. Population of</i>					
Ithaca Traction.....	Ithaca.....	17,000	{ 16.7 40.0 }	12-1-17 to 10-31-20	{ 12 11 }
Hudson Valley.....	Glens Falls..	16,000	{ 16.7 20.0 }	12-1-18 to 10-31-20	{ 4 11 }
Hornell Traction.....	Hornell.....	14,000	33.3	7-1-20 to 10-31-20	4
Hudson Valley.....	Saratoga Spgs.	14,000	{ 20.0 16.7 }	12-1-18 to 10-31-20	{ 4 11 }
Geneva, S. Falls and A..	Geneva.....	13,000	33.3	9-1-20 to 10-31-20	2
Albany Southern.....	Hudson.....	12,000	33.3	2-1-19 to 10-31-20	9
Totals					
<i>Summary:</i>					
Group A					
Group B					
Group C					
Group D					
Group E					
Total					

NOTE.—The comparative period is the one in which increased fares were effective; the basic period is the corresponding period of the preceding year without increased fares.

* A 6 cent fare was effective December 1, 1916, and a 7 cent fare November 27, 1918.

* A 6 cent fare was effective August 19, 1918, and a 7 cent fare January 20, 1920.

population. The following statement shows the results for each city in the different groups mentioned:

OPERATING REVENUE AND REVENUE PASSENGERS, WITH PER CENT OF PERIODS IN THE CITIES MENTIONED

Passenger revenue				Revenue passengers			
Previous year period	Increased rate period	Amount increase or decrease	Increase or decrease	Previous year period	Increased rate period	Amount increase or decrease	Increase or decrease
Dollars	Dollars	Dollars	%				%
<i>cities between \$00,000 and \$500,000</i>							
3,407,957	4,295,975	888,018	26.0	68,778,932	68,687,393	D 91,539	D .1
625,110	781,422	156,312	25.0	12,708,821	11,815,993	D 892,828	D 7.0
4,033,067	5,077,397	1,044,330	25.1	81,487,753	80,503,386	D 984,367	D 1.2
<i>cities between 100,000 and \$200,000</i>							
3,304,302	4,129,700	825,398	25.0	66,307,048	68,383,399	2,076,351	3.1
3,179,203	3,649,736	470,533	14.8	57,597,425	57,740,361	142,936	.2
6,483,505	7,779,436	1,295,931	20.0	123,904,473	126,123,760	2,219,287	1.8
<i>cities between 75,000 and 100,000</i>							
1,821,064	2,153,018	331,954	18.2	36,428,265	36,101,221	D 327,044	D .9
224,335	331,942	107,607	47.8	4,500,888	4,790,728	289,840	6.4
2,399,637	2,650,278	250,641	10.4	43,517,985	41,981,467	D 1,536,518	D 3.5
4,445,036	5,135,238	690,202	15.5	84,447,138	82,873,416	D 1,573,722	D 1.9
<i>cities between \$5,000 and 75,000</i>							
229,831	294,485	64,654	28.2	4,578,615	4,914,966	336,351	7.3
121,450	142,613	21,163	17.4	2,948,068	2,731,728	D 216,340	D 7.4
26,224	30,326	4,102	15.7	429,630	370,465	D 59,165	D 13.8
191,836	221,634	29,798	15.5	3,252,055	3,348,699	96,644	3.0
39,601	46,914	7,313	18.5	696,350	673,920	D 22,430	D 3.2
55,028	62,943	7,915	14.4	917,148	899,286	D 17,862	D 1.9
663,970	798,915	134,945	20.3	12,821,866	12,939,064	117,198	.9
<i>cities between 10,000 and \$5,000</i>							
250,837	304,863	54,026	21.6	4,383,057	4,339,787	D 43,270	D 1.0
184,790	232,224	47,434	25.7	3,505,865	3,721,449	215,584	6.1
25,028	27,935	2,907	11.6	417,271	356,734	D 60,537	D 14.5
16,092	18,312	2,220	13.8	300,464	286,105	D 14,359	D 4.8
3,355	3,774	419	12.5	56,022	51,206	D 4,816	D 8.6
17,980	19,962	1,972	11.0	299,502	277,263	D 22,239	D 7.4
498,082	607,060	108,978	21.9	8,962,181	9,032,544	70,363	.8
4,033,067	5,077,397	1,044,330	25.1	81,487,753	80,503,386	D 984,367	D 1.2
6,483,505	7,779,436	1,295,931	20.1	123,904,473	126,123,760	2,219,287	1.8
4,445,036	5,135,238	690,202	15.5	84,447,138	82,873,416	D 1,573,722	D 1.9
663,970	798,915	134,945	20.3	12,821,866	12,938,064	116,198	.9
498,082	607,060	108,978	21.9	8,962,181	9,032,544	70,363	.8
16,123,680	19,398,046	3,274,366	20.3	311,623,411	311,471,170	D 152,241	D .1

D prefixed to a figure denotes a decrease.

Inspections: During the past year the same general methods of inspection of roadway, track, and bridges were employed as in preceding years, special attention being given to the inspection of bridge structures. The following electric railroads were inspected in detail:

Buffalo and Depew Railway	Northport Traction
Black River Traction	United Traction
Cortland County Traction	Troy and New England Railway
Empire State Railroad	Yonkers Railroad
Glen Cove Railroad	Auburn and Syracuse Electric Railroad
Kingston Consolidated Railroad	New York and Stamford Railway
Plattsburgh Traction	Westchester Street Railroad
Poughkeepsie and Wappingers Falls Railway	Westchester Electric Railroad
Schenectady Railway	Ithaca Traction
Nassau County Railway	Geneva, Seneca Falls and Auburn Railroad
	Rochester and Syracuse Railroad

On some of the railroads, defects which were observed at the time of inspection were taken up with the companies and necessary improvements assured by operating officials. Detailed inspection reports were made some of which contained recommendations for improvements. The reports were sent to the companies, and in all instances acceptance acknowledged and assurance given of compliance with the recommendations.

In addition, the physical condition of roadbed, track, bridge structures, and equipment was observed while riding over electric railroads in the investigation of complaints and accidents and in the performance of other duties. While detailed reports of roads examined in this manner were not made, where improvements were necessary to the safety of operation they were called to the attention of company officials. These inspections might be considered as equivalent to the detailed ones on which reports were made.

Most of the electric railroad companies in this Public Service District, in attempting to operate within the limits of operating revenues during the past year, have had to reduce to some degree the standard of maintenance. This is especially true of roads operating urban and suburban properties where the track is constructed in paved streets. There has been such an accumulation of deferred maintenance on certain track sections in some of the cities that the question of track reconstruction must be considered. The standard has not been reduced to the extent of involving the element of safety, but operating companies as a whole must increase the work of track and equipment maintenance to prevent physical deterioration approaching that point.

During the past year there have been no bridge failures or derailments of cars on interurban track. This reflects the effectiveness of the present method of inspection of roadway, track, and bridge structures.

Accidents: The following statements show the number of accidents, the nature of causes and results of same for the year 1920.

Collisions of interurban cars for year ended December 31, 1920:

Company	Number collisions	Number killed	Number injured
Albany Southern Railroad.....	1	.....	1
Buffalo and Lake Erie Traction.....	1	1	4
Elmira, Corning and Waverly Railway.....	1	.....	3
Fonda, Johnstown and Gloversville Railroad.....	1	.....	1
Syracuse Northern Electric Railway.....	1	1	5
Western New York and Pennsylvania Traction.....	1	.....	2
Totals.....	6	2	16

Number of persons killed and nature of accidents that occurred on city divisions for the year ended December 31, 1920:

Company	Collisions of cars	Collisions of cars with vehicles	Alighting from car	Pedestrians struck by car in cities or villages	Persons electrocuted	Deraillments
Buffalo and Lake Erie Tr	1	.....	.....	.....	.....	.....
Fonda, J. and G. R.R....	.....	2	.....	2	.....	.....
Hornell Tr.....	.....	.....	.....	1	.....	.....
International Ry.....	.....	3	1	1	1	.....
Ithaca Tr.....	.....	.....	.....	.....	.....	2
New York and Stamford R.R.....	.....	.....	.....	1	.....	.....
New York State Railways	.....	.....	.....	6	.....	.....
Rochester, L. and B. R.R.	.....	.....	.....	1	.....	.....
Schenectady Ry.....	.....	.....	.....	1	.....	.....
Syracuse Northern El. Ry.....	1	.....	.....	.....	.....	.....
Yonkers R.R.....	1	.....	.....	.....	.....	.....
Totals.....	3	5	1	12	1	2

Number of persons killed and nature of accident that occurred on interurban divisions for the year ended December 31, 1920:

Company	Collisions of cars	Collisions of cars with vehicles	Pedestrians struck by car on private right of way
Albany Southern R.R.....	.....	.....	1
Buffalo and Lake Erie Tr.....	1	.....	3
Chautauqua Tr.....	.....	3	.....
Empire State R.R.....	.....	2	2
Fonda, J. and G. R.R....	.....	.....	1
Hudson Valley Ry.....	.....	3	2
International Ry.....	.....	.....	2
New York State Railways	.....	.....	2
Rochester, L. and B. R.R.	.....	4	.....
Schenectady Ry.....	.....	2	1
Syracuse Northern El. Ry	1	.....	.....
Troy and New England Ry.....	.....	.....	1
United Tr.....	.....	.....	1
Totals.....	2	14	16

Number of collisions between electric cars and automobiles within cities and villages, with number of persons killed or injured, for year ended December 31, 1920:

Company	Number accidents	Number killed	Number injured
Binghamton Ry.	4	.....	.....
Fonda, J. and G. R.R.	1	2	.....
Hornell Tr.	31	.....	.....
International Ry.	70	3	130
New York and Long Island Tr.	1	.....	.....
New York State Railways.	33	.....	80
Rochester, L. and B. R.R.	1	1	.....
United Tr.	13	.....	15
Western N. Y. and Penna. Tr.	1	.....	1
Yonkers Ry.	1	.....	.....
Totals	156	6	227

Nature of causes and number of passengers injured while being transported on interurban divisions of electric railroads for year ended December 31, 1920:

Company	Collisions of cars
Albany Southern R.R.	1
Buffalo and Lake Erie Tr.	2
Elmira, Corning and Waverly Ry.	3
Fonda, J. and G. R.R.	1
Western New York and Penna. Tr.	2
Total	9

The nature of causes and number of passengers injured while being transported on city divisions of electric railroads for year ended December 31, 1920:

Company	Collisions of cars	Derailments	Collisions of cars and vehicles	Falling trolley pole	Blowing of circuit breaker	Struck by door	Turning seat
Albany Southern R.R.	1	.....	.....	.....	.....	.....	.....
Elmira Water, Light and R.R.	4	.....	.....	.....	.....	.....	.....
Empire State R.R.	1	.....	.....	.....	.....	.....	.....
Fonda, J. and G. R.R. ....	.....	.....	.....	.....	.....	.....	.....
International Ry.	15	26	13	.....	.....	.....	.....
Ithaca Tr.	16	.....	.....	.....	.....	.....	.....
Jamestown Street Ry. ....	.....	2	.....	.....	.....	.....	.....
New York State Railways.	208	112	.....	2	1	1	1
Syracuse Northern El. Ry.	5	.....	.....	.....	.....	.....	.....
Syracuse and Suburban R.R.	6	.....	.....	.....	.....	.....	.....
United Tr.	31	20	2	.....	.....	17	1
Totals	287	160	15	2	1	18	2

Company	Cut by glass from lamp bulb	Con-troller blew out	Falling car register	Hit by broken glass	Falling in car	Falling trolley wire	Window fell on arm
Albany Southern R.R.
Elmira Water, Light and R.R.	1	.....	.....
Empire State R.R.	4	.....	.....	1	.....	.....
Fonda, J. and G. R.R.	2	.....	.....
International Ry.	6	.....	.....	.....	.....	.....
Ithaca Tr.
Jamestown Street Ry.
New York State Railways	62	.....	.....	40	.....	.....
Syracuse Northern El. Ry.
Syracuse and Suburban R.R.
United Tr.	1	13	1	3	72	1	3
Totals	1	85	1	3	116	1	3

The number of collisions of cars on interurban railroads for the year is 6, the same number as in the previous year. The number of persons killed in these collisions decreased from 6 to 2. The number of persons injured decreased from 144 to 16.

While the number of automobiles in use in cities has been increased, the number of collisions of cars with vehicles resulting in deaths decreased from 13 to 5.

The number of passengers injured while being transported on cars on electric railroads was 735.

The following statement shows the location and the number of persons killed and injured in collisions between electric cars and automobiles at grade crossings of highways outside of cities and villages for year ended December 31, 1920:

Company	Location of accident	Number killed	Number injured
Chautauque Traction	3 mi. south Westfield	3	1
Empire State Railroad	1 mi. south Fulton	.....	1
Empire State Railroad	2 mi. south Fulton	1	.....
Empire State Railroad	2 mi. north Phoenix	1	.....
Hudson Valley Railway	1 mi. south Coveville	2	.....
Hudson Valley Railway	Thomson	1	.....
New York State Railways	Morrisons	.....	1
Rochester, Lockport and Buffalo R.R.	1 mi. west Holley	.....	2
Rochester, Lockport and Buffalo R.R.	Dinsmore Crossing	4	1
Schenectady Railway	Stop No. 7	1	.....
Schenectady Railway	Stop No. 22	1	.....
Totals		14	6

This department has been actively interested in attempting to reduce the number of such accidents. Each of these accidents has been thoroughly investigated and recommendations have been made to prevent a recurrence.

During the past year it is believed that the safety of operation has been increased at grade crossings of highways and electric

railroads by the installation of stationary warning approach signs approximately three hundred feet each side of the crossing, warning the driver of any vehicle of the location of the grade crossing. These signs have had a favorable effect in reducing the number of accidents at these points.

Service and Complaints: During the past year service has been curtailed on a number of electric railroads due to the financial condition of the companies, and the majority of complaints which have been received are those which involve service. In some instances, where service has been curtailed to any material extent, the Commission has taken prompt action in having the former service restored. During the year sixty-six correspondence complaints against electric railroads have been received. Of these, thirty-six have been investigated and the matters complained of remedied to the satisfaction of the complainants.

At the beginning of the year there were eight such complaints open on the records. At the present time there are thirty of these complaints open and under investigation; some remain open by reason of inability to secure an interview with the complainant or to observe improvement in service.

The number of new complaints received increased from twenty-five last year to sixty-six this year.

One-man Safety Car: During the past year the Empire State Railroad Corporation made application to the Commission for the operation of one-man cars in the city of Oswego. With a number of modifications in the truck and electrical equipment of the car, permission was given the company to operate safety cars. These cars have been in operation in the city of Oswego since July 1st. An inspection has been made of the equipment of these cars since they were put in operation. There has been no change in the detailed specifications of the car except that during the month of November, on application of the company, an order was made withdrawing the use of the grab-rails on the front and rear ends of these cars. Investigation proved that instead of the protection being given that these rods were designed to furnish, children were being injured by hanging on to them and riding through the streets in Oswego.

In addition to the above, one-man safety cars are operated by the Orange County Traction Company in the city of Newburgh; by the Geneva, Seneca Falls and Auburn Railroad Company in the city of Geneva; by the International Railway Company in the city of Lockport; and by The Westchester Electric Railroad Company in the cities of New Rochelle and Mount Vernon. One-man safety cars have been received by the Poughkeepsie and Wappingers Falls Railway Company, which will be put in operation in the city of Poughkeepsie in the near future.

DIVISION OF LIGHT, HEAT, AND POWER

The duties assigned to this division are to exercise general supervision over the service furnished by gas, electrical, and steam heat corporations. These duties include the testing of both gas and electric meters; the testing of gas as to quality and purity; investigations as to service rendered; inspections of plants and systems with respect to safety and efficiency; to investigate properties and report on the cost and advisability in connection with purchases, sales, and capitalization cases; to check fixed capital expenditures made or proposed to be made; to handle complaints and to interview persons who call personally at the Commission's office; and to conduct a large volume of correspondence from corporations and consumers and the general public in connection with complaints, inquiries, and miscellaneous matters governing gas and electric service. By submitting all the facts in connection with the complaint to the parties involved, it is possible, in the great majority of cases, to have the matter complained against satisfactorily adjusted without formal proceedings on the part of the Commission.

Rate Cases: There have been a very large number of rate cases before the Commission involving especially the rates charged for gas, many of which have been bitterly contested. Utility corporations apparently believe that the high costs of both labor and materials will prevail for a considerable period in the future, and are therefore asking for rates which will not only pay the operating expenses but also give them a reasonable return on their investment. Due to the shortage of coal and the lack of transportation facilities during the earlier part of the year, it was impossible for the companies to obtain full deliveries on their contracts for coal and oil, and it was necessary for them to purchase these materials in the open market in order to keep operating, with the consequence that there are considerable variations in the operating results from month to month.

In adjusting rates it is necessary to determine with considerable accuracy the amount of investment, the probable operating revenues, and the reasonable operating expenses. With the rapidly

shifting costs of materials it is very difficult to determine the reasonable operating expenses, and when conditions change and the costs of materials again become stable, it may be necessary to have the determinations revised and readjusted. After a reasonable total revenue has been determined, it is still necessary to go further and construct a rate schedule which will produce this revenue and at the same time be fair and equitable to all classes of consumers. Recently the so called "two-part rate," made up of the service or consumers' charge and the commodity charge, has received considerable attention and has been put into effect by numerous companies throughout the State, not however without considerable opposition from the consumers. Under this form of rate every consumer pays a monthly or annual charge for the privilege of obtaining service, to cover the expense incurred by the company in being ready to furnish service, regardless of whether any of the commodity is actually consumed, together with the additional charge based upon the actual amount of commodity used. It must be understood that when this form of rate is considered the two charges added together should produce no more than would be collected under any other form of rate; but this fact is often overlooked. There still remains considerable educational work to be done before consumers generally realize that this form of rate is probably the fairest that can be devised.

Capitalization Cases: Capitalization cases are being received in large numbers by the Commission, as a great many projects temporarily held up by the war are now being put through, and corporations are obliged to do considerable financing in spite of the high rates which they are forced to pay on the securities issued. This division coöperates with the division of capitalization and makes examinations of the physical property, checks the expenditures which have been made, and passes upon the reasonableness of those proposed; where the books and records of the company are insufficient, it makes or checks inventories and appraisals which supplement the existing records sufficiently to provide a complete statement of the fixed capital account.

Service: The question of service furnished is becoming increasingly important, especially in the smaller communities where the

consumers now seem to desire service equal to that furnished in the larger cities: for instance, a twenty-four hour or continuous service. When any reasonably substantiated complaint or information as to inadequate service is received, a special investigation is made and a report prepared showing the existing conditions. If the service is found to be inadequate or unreasonable, recommendations are made for improving the service. Very often such recommendations are carried out and the service improved, so that no formal proceedings on the part of the Commission are necessary. During the year a total of twenty-seven such investigations and reports were made.

Plant and Line Inspections: Regular inspections are made of gas and electric plants and electric transmission and distribution systems, and recommendations are submitted where changes and improvements seem desirable for providing additional safety to both the employees of the company and the public. The operating companies coöperate in a very gratifying manner and seem to feel that this work is of benefit to them rather than a nuisance, and there is practically no disagreement as to what ought to be done nor any failure to do it. This work is largely educational in its nature and is of special benefit to the smaller companies.

Electricity: During the latter part of the year there has been a marked falling off of the enormous load previously existing, due to the shutting down or running on part time of a large number of industrial consumers. Companies obtaining their energy from hydraulic sources have been extremely fortunate, as the shortage and exceedingly high cost of coal have created very serious problems for the companies which obtain energy from steam driven units.

Manufactured Gas: The entire gas business has been faced by an extremely serious situation, due to the shortage and excessive costs of oil and coal. Gas companies are affected by these conditions to a far greater extent than electrical companies, as a much larger proportion of the total cost of furnishing service is in the cost of manufacturing the gas itself. In order to keep operating it was often necessary for the companies to purchase any coal

or oil they could obtain, regardless of its suitability for the purpose of manufacturing gas, with the result that it was often impossible for the companies to meet the heating standard required by the Commission. During the last part of the year conditions have improved considerably and the companies are now finding it easier to obtain suitable materials and meet the required standards.

Natural Gas: The natural gas problem has become increasingly serious by reason of an apparent diminution in the available supply in the face of an increasing demand. At the last regular session of the Legislature the Commission was given power to regulate the consumption in certain respects, pursuant to which authority orders have been issued covering the entire State, classifying the uses of the product, limiting the industrial consumption, and prohibiting certain practices and devices which had been found to be wasteful. While this regulation has had a good effect, it will probably be necessary at an early date that many of the distributors of natural gas will be required to augment their supplies with manufactured gas.

Electric Meters and Standards: During the year the electric laboratory was moved from 58 North Pearl street and installed at the new location of the Commission, 91 State street. This interfered seriously in the routine of the division, and accounts for the lesser number of standards tested during the year as compared to previous years. No types of meters were submitted during the year for test and approval.

For the twelve months ended November 30, 1920, station testing standards owned and in use by the companies were tested as follows: 259 rotating standards; 35 ammeters, voltmeters, and indicating wattmeters; 13 master watt-hour meters: total 307. Of this total, 272 were approved as accurate, 20 were disapproved and ordered re-calibrated, and 15 were found inaccurate and readjusted by the inspectors.

For the same period, on complaint of consumers, there were tested 39 electric meters, of which 5 were found to be more than 4 per cent fast, 7 were found to be more than 4 per cent slow, and 27 were found accurate within the allowable limits of error.

The monthly reports filed by corporations of consumers' electric meters tested show results tabulated as follows:

Month	Corporations		Meters tested				
	Equipped with standards	Making tests	Total meters tested	Total accurate, within 4%	Inaccurate		
					Total inaccurate, more than 4% fast or slow	More than 4% fast	More than 4% slow
1919							
December	210	97	12,736	11,560	1,176	401	775
1920							
January	210	90	11,404	10,334	1,070	364	706
February	210	98	9,225	8,401	824	270	554
March	210	101	12,072	11,533	1,139	372	767
April	210	95	11,883	10,791	1,092	341	751
May	210	86	12,492	11,376	1,116	416	700
June	210	81	10,666	10,037	629	222	407
July	210	82	11,734	10,466	1,268	552	716
August	210	69	12,039	10,334	1,705	1,028	677
September	210	71	11,986	10,794	1,192	531	661
October	210	82	12,697	11,419	1,278	477	801
November	210	77	11,629	10,522	1,107	395	712
Totals			141,163	127,567	13,596	5,369	8,227

The following table shows by years the results of meter tests made by the companies:

Year	Number of meters tested	Per cent found correct
1916	137,484	91.2
1917	126,774	91.2
1918	98,404	89.6
1919	132,756	91.0
1920	141,163	90.3

Inspections of Gas: All gas manufactured and sold is required to meet the standards of quality and purity established by the Commission. The larger companies are required to make daily tests of the heating power. The results of these tests are posted for public inspection and are checked from time to time by the Commission's inspectors, who also make frequent tests of gas sold by the smaller companies, and test all gas for purity.

None of the Commission's tests are made at stated intervals, nor is advance notice given to the companies. The statistics regarding gas inspections are given in Appendix E.

Gas Meters and Provers: Every gas meter is tested by inspectors of the Commission prior to its installation for use. Whenever meters are opened, they must be again tested and sealed before being placed in use by the company. Upon its authority to establish rules and regulations to carry into effect the meter testing provisions of the law, the Commission adopted a rule that all gas meters shall be deemed to be correct the registration of which is not more than 2 per cent fast or slow.

For the year, 82,776 meters were verified and sealed as correct within the allowable limits of error above stated, and 1180 were rejected, being more than 2 per cent fast or slow, or unsound.

Of the total number sealed, new meters comprised 28.8 per cent, and repaired meters 71.2 per cent. Natural gas companies furnished 17.7 per cent, and manufactured gas companies 82.3 per cent of the total.

Upon application of consumers, special tests were made of 135 meters, 44 of which were found to register more than 2 per cent fast or to the prejudice of the consumer. The percentages of error of these meters were as follows: 7 registered 2.5 per cent; 9, 3 per cent; 5, 3.5 per cent; 1, 3.75 per cent; 6, 4 per cent; 2, 4.5 per cent; 8, 5 per cent; 1, 5.5 per cent; 1, 6 per cent; 1, 6.5 per cent; 2, 7 per cent; 1, 9 per cent.

Nineteen of the complaint meters registered more than 2 per cent slow: of these, 4 registered 3 per cent; 4, 3.5 per cent; 2, 4 per cent; 4, 5 per cent; 1, 5.5 per cent; 1, 6.5 per cent; 1, 7.5 per cent; 1, 8 per cent; 1, 9 per cent. The remainder of the complaint meters, 72 in number, were found correct within the limits of error.

Two provers were tested for accuracy this year, and 108 corporations are now properly equipped in this respect.

New Gas and Electric Plants: Below is given a list of new corporations which have received permission to construct and exercise franchises, all for electric service. This list does not comprise new corporations resulting from consolidations or reorganizations; these will be found in a succeeding paragraph.

<i>Plant/</i>	<i>Locality</i>
Amenia Electric Light and Power Co.....	Town of Amenias
Berholme Power Co.....	Town of New Berlin
	Town of Butternuts
	Town of Morris (part)
Berkshire Deleo Lighting Co.....	Town of Berkshire (part)
Brier Hill Electric Light and Power Co., Inc.....	Hamlet of Brier Hill
	Town of Morristown
B. L. Brown and G. R. Beckwith.....	Town of Taylor
	Town of Cincinnati
	Town of Pitcher
Village of Burdett.....	Village of Burdett
	Town of Hector
Churchville, municipal plant.....	Village of Churchville
DeRuyter, municipal plant.....	Village of DeRuyter
Charles P. Dickinson.....	Town of Rosendale
	Town of Ulster
Frank E. Everest.....	Town of Wilmington
Hadley Light and Power Co., Inc.....	Town of Hadley
Hamden Electric Light Co., Inc.....	Town of Hamden
Louisville Power Corp.....	Town of Louisville
Portville Utility Co., Inc.....	Town of Portville
	Village of Portville
Schuyler Electric Light and Power Corp.....	Town of Dix
	Town of Reading
Geo. N. Wilson.....	Town of Rome

Additional Franchises Exercised: Permission was given to the following operating corporations to extend their electric service and exercise rights under new or dormant franchises:

<i>Plant of</i>	<i>New franchises exercised</i>
Adirondack Power and Light Corp.	Town of Clifton Park
Central Hudson Gas and Electric Co.	Village of Millbrook
	Town of Washington
Consolidated Light and Power Co., Whitehall.	Town of Whitehall
	Town of Hampton
	Town of Fort Ann
Depew and Lancaster Light, Power and Conduit Co. .	Town of Hamburg (part)
Ellsworth Fowler.	Town of Kent
Fillmore Electric Co., Inc.	Town of Genesee Falls
Genesee Light and Power Co.	Town of Byron
	Town of Darien
Harry P. Gould.	Town of West Turin
	Village of Constableville
Hammondsport Electric Light Co.	Village of Hammondsport (extension of old franchise)
Holmes Bros.	Town of Theresa (transmission line only)
Hornell Electric Co.	Town of Hornellsville
Iroquois Utilities, Inc.	Town of Collins
Lewiston and Lake Ontario Shore Power Co.	Town of Lewiston (part)
Long Island Lighting Co.	Town of Brookhaven
Milling and Lighting Co.	Town of Brasher
	Town of Stockholm
Municipal Gas Co., Albany.	Town of Colonie (part)
Newport Electric Light and Power Co.	Village of Poland
	Village of Cold Brook
Niagara and Erie Power Co.	Town of Collins (transmission line)
Northern New York Utilities, Inc.	Town of Clifton
W. J. Phillips.	Town of Manlius (part)
Pine Plains Electric Light Co.	Town of North East
Port Leyden Electric Light and Power Co.	Village of Port Leyden
St. Lawrence Transmission Co.	Town of Fowler
	Town of Russell
Tonawanda Power Co.	Town of Grand Island (extension of old franchise)
Troy Gas Co.	Town of Brunswick
Wallkill Valley Electric Light and Power Co.	Town of Montgomery (transmission line)
	Town of Wallkill
Waterville Gas and Electric Co.	Village of Oriskany Falls
Wayne Power Co.	Town of Fremont
	Town of Howard
	Town of Hornellsville
Western New York Utilities Co., Inc.	Town of Barre
	Town of Clarendon
	Town of Gaines
	Town of Hamlin
	Town of Kendall
George N. Wilson.	Town of Hammond

Changes in Operation:

Albany Southern Railroad Co. permitted to lease from the Wyanntskill Hydro-Electric Co. part of electric transmission line in town of Sand Lake, in Rensselaer county.

Bath Municipal Plant permitted to build, maintain, and operate gas plant formerly operated by Bath Electric and Gas Light Co., in village of Bath.

The Canaseraga Electric Co., Inc., permitted to acquire franchise, works, and system of The Canaseraga Heat, Light and Power Co., and to construct electric plant and exercise franchise in village of Canaseraga.

Empire Gas and Electric Co. permitted to acquire works, system, and franchise of Empire Coke Co.

Fulton County Gas and Electric Co. and Mohawk Hydro-Electric Co. permitted to transfer franchises, works, and systems to consolidated corporation, the Fulton County Gas and Electric Co.

Genesee Valley Power Co. permitted to transfer franchises, works, and system in parts of Allegany and Wyoming counties to Fillmore Electric Co., Inc.

Iroquois Natural Gas Co. permitted to merge the Erie County Natural Gas Fuel Co., Ltd.

Malone Light and Power Co. permitted to acquire franchises, works, and system of Mark S. Wilder, known as the Nicholville Electric Co.

Milling and Lighting Co., Inc., permitted to acquire franchises, works, and system of an electric plant in Brasher Falls, the property of Thomas D. Rochford and Richard E. Heffernan.

Frederick W. Munch and M. L. Munch (doing business under name of Pine Plains Electric Light Co.) permitted to transfer to Guion M. Gest, the franchises, works, and systems of an electric plant owned by them.

Albert J. Moses and Jesse M. Moses, doing business as Moses Bros., permitted to acquire works and system of an electric plant owned by A. H. Dresser (Eaton-Morrisville Power Co.) in hamlet of Eaton and village of Morrisville.

Mohawk Edison Co., Inc., permitted to acquire the property, rights, privileges, and franchises of the Adirondack Electric Power Corp. Name of Mohawk Edison Co., Inc., changed to Adirondack Power and Light Corp.

Seneca River Power Co. permitted to acquire all of the outstanding capital stock and to merge the Oswego River Power Transmission Co.

DIVISION OF TELEGRAPHS AND TELEPHONES

Further general advances in telephone rates, a shortage of equipment and lines to accommodate new applicants for service, and the legislation enacted at the special session in September are the leading features of the year especially affecting the activities of the telephone division.

Following the filing of tariffs by the New York Telephone Company, effective December 1, 1919, which was mentioned in the last annual report, about one hundred and forty formal complaints were received, and it at once became necessary to determine some practical method of progressing the hearings. A steering committee of corporation counsels took up the matter, and it was decided that the complaint of the City of Syracuse be tried as an initial case, together with the complaint of the City of Buffalo which was already pending relative to a former tariff.

At the outset the Telephone company contended for a statewide view of its valuation, revenues, and expenses, on the ground that this method would permit schedules of rates to be better graded according to population, range of service, and value of the service to subscribers. The complainants as represented in the Syracuse case strenuously opposed this plan, contending that each community should be considered separately and its rates fixed in accordance with the factors found belonging to it alone. Under divided opinion the Commission decided in favor of the segregation plan.

In the meantime, the Legislature had appropriated \$50,000 in response to the Commission's request for \$100,000 for valuation purposes, and as this sum was insufficient it was thought best to continue the test cases in the conviction that their determination would go far in indicating whether the rates complained of are unreasonable.

Some twenty hearings have been held, and at all times the Commission has progressed as rapidly as the parties desired, but as it became evident that the exhaustive evidence submitted by both sides could not be concluded and a determination reached within the year, notice was served upon all the complainants that they might bring their cases on at once for hearing if they so desired.

Then on September 1st the New York Telephone Company

made effective another general advance in local service rates outside of New York city, and on September 21st an advance of practically five cents per message for all short-haul toll calls up to and including distances of forty miles. Twenty-nine additional complaints against this advance were received and included with the pending complaints.

September 27th the Public Service Commissions Law was amended to give the Commission authority to suspend telephone and telegraph rates, and on September 28th the Commission issued an order suspending all the telephone rates under complaint. The new law, however, permitted the telephone corporations to continue to collect the rates provided they filed a bond to refund any sums collected in excess of the final award of the Commission, and the telephone corporations affected promptly filed such bonds. This proviso applies only to rates under complaint at the time of the enactment of the law. Subsequent increases may be, and in some cases have been actually, suspended pending determination.

As the telephone rates within New York city had been previously determined by the Commission, the company could not change them by simply filing a new tariff. August 25th the company filed a petition for permission to increase its rates in the city, and the first hearing in this matter was held in New York October 18th. The proposed new schedule is planned to provide some \$16,000,000 additional revenue. The company desires to increase its present minimum of message use by varying amounts in the several zones of the city, advance the price per message, and introduce a radical change in its method of contracting with subscribers, resulting in billing for service as used, or at least for a minimum number of messages month by month, whether used or not, without regard to the total annual use.

The Commission inaugurated in August, 1919, an intensive study of the New York City service which it has ever since continued, and is now able to report a steady and substantial improvement. In January the shortage of switchboard operators had become critical, and the Commission strongly urged an increase in wages that would invite applicants in sufficient numbers to maintain an adequate force. On the 8th of February the com-

pany advanced its wage scale and has since carried on an energetic drive by advertising, paying bonuses to other employees for obtaining recruits, importing operators from other districts, and by various other measures, with the result that at the end of the year it is found with a substantial surplus in number of operators and with its service greatly improved.

A fair indication of the degree of improvement is indicated by the following example: Each telephone call involves a large number of operations, and service tests are regularly made which develop some seventy factors brought under observation. A comparison of a few of the important elements tested in February of this year, when the city service was at its lowest ebb, with similar former tests made when the service was generally accepted as satisfactory, and again with tests made in November last, shows as follows:

	<i>Feb. 1917</i>	<i>Feb. 1920</i>	<i>Nov. 1920</i>
Per cent of originating calls affected by operating errors.....	3.6	7.2	5.2
Per cent of incoming trunk calls affected by operating errors.....	3.7	7.1	5.4
Per cent of attempts to re-call operator not answered in 10 seconds.....	30.6	58.1	35.7
Average time, in seconds, for operators to answer calls.....	4.0	17.5	4.5

It will be seen that in each comparison the low mark of efficiency indicated by the test of February, 1920, had been in large degree so improved in November as to show a strong and rapid trend back to normal. This department is continuing both its examinations and tests.

The situation in regard to deferred applications, often referred to as the "Embargo," is less satisfactory. Both the service and the embargo were the subjects of a special report by the Commission to the Legislature under date of February 13, 1920, and the difficulties therein cited as to shortage of raw materials, slow transportation, labor troubles, delays in manufacture of equipment and erection of buildings, have continued more or less, although the situation in these respects at the end of the year shows marked improvement, and there is good ground for anticipating better results this year.

The current status of these conditions has been checked and re-checked, and detailed weekly reports required from the company to make sure that it is keeping up to concert pitch in its

efforts. It has been ascertained that adequate plans have been made for ultimate relief, subject only to the ability of the company to secure the financial support that will be required. Additional central office equipment has been promptly ordered and new buildings are under construction. New York city is given preference over all other points in the country by the manufacturers, and installations are progressing with the maximum number of men employed that can work to advantage. The Western Electric Company, the main Bell manufacturing concern, has departed from its usual practice and sublet to other manufacturers contracts for parts they are equipped to make. Nevertheless the number of unfilled applications has continued to increase. During the Government control spare facilities were mostly exhausted, and now the construction, assembly, and installation necessary to take care of an unprecedented demand will take time. Large units are in varying stages of progress, some to be completed in a few months giving relief in some sections, others may not be fully in service within the year. It seems therefore that the conclusion at which the Commission arrived in its February report to the Legislature relative to the so called "Embargo" situation in New York city still holds, namely, "Under conditions prevailing, it is not believed that any further legislation would be helpful. The Commission now seems to have the legal power necessary, but no blanket order would at this time be immediately effective. Legal fiat does not meet the case. The Commission can and will keep itself closely in touch with the situation, and will from time to time adopt such measures as may be found necessary to expedite the work."

The New York Telephone Company has definitely adopted the policy of installing machine switching, or the so called "automatic" service, in New York city and its larger up-state offices. At Dunkirk and Geneva this type of apparatus has already been put into service, and in New York city operators are handling suburban calls in part by "machine". The company's plans call for nine of the New York city offices to be fully equipped for machine switching during 1921.

Most of the one hundred smaller telephone corporations within the State which are under the jurisdiction of the Commission

have also increased their rates, although only a few complaints have followed. The advances have not generally brought the rates up to the level of charges of the New York Telephone Company, and there seems to be a disposition on the part of the public affected to accept the corporations' claims that increased expenses warranted the advances.

All these matters have given rise to a flood of informal complaints and correspondence which have been handled by the division in addition to its usual routine work.

Over \$2,000,000 of telephone property have come under the review of the division in connection with capitalization cases, a large proportion requiring detailed inventory and appraisal. This has become an increasingly important function, practically absorbing the time of the chief inspector of the division and his available help. Studies and analyses in connection with the important rate cases have added their quota. The New York branch office of the Commission, in charge of the assistant chief of this division, has taken the brunt of the large volume of informal work and inspection in connection with the embargo and service in New York city.

As heretofore reported, the Commission continues to receive numerous complaints from subscribers of the small telephone companies that are exempted from its jurisdiction because they have not to exceed ten thousand dollars invested in the business. These complaints allege discrimination and unfair treatment of various kinds rather than objections to the rates charged. Many of these complaints have the appearance of being well founded, and it is a great injustice that the Commission is powerless to make investigation and give needed relief. Other smaller communities which happen to be operated by the larger telephone companies are protected by law and are able to bring their grievances before the Commission. This matter has been mentioned from year to year in these reports, and it is thought that whatever objection to commission supervision there might have been originally, such objection is now removed by reason of the general coördination of all telephone lines in the State. These small telephone companies should be subject to the jurisdiction of the Commission as to service and rates but might be excused from making

elaborate reports. The anticipated requirement of making these reports appears to be the chief objection of the companies to the supervision of the Commission. A bill to confer such jurisdiction has been prepared by the Commission and will be transmitted to the Legislature.

DIVISION OF TARIFFS

All public utility corporations over which the jurisdiction of this Commission extends are required to file rate schedules, and to this division, among other things, was assigned the duty of adequately providing for the handling, proper classifications, and use of the rate schedules filed from time to time. The method employed in handling and classifying has been explained in previous reports; and as no material change has been made since its establishment in 1907, it is only necessary to state that the system continues to operate, furnishing in the aggregate a complete record of the rates, fares, charges, regulations, and practices of each utility corporation from the time its first schedule was filed to the date of this report. In the report for the year 1919 reference was made to the order amending Circular No. 68, establishing a new rule to provide status of tariff publications issued by the United States Railroad Administration during the period of Federal control of railroads. That rule, as was expected, has had the effect of bringing into this Commission's files all the rate schedules, obsolete or effective, that were issued as United States Railroad Administration schedules, amounting in number to more than ten thousand, thus making the record of this Commission complete; moreover, the railroad corporations, on the relinquishment of their railroads from Federal control on February 29, 1920, were in position to conduct transportation service without disregarding the provisions of sections 28 and 33 of the Public Service Commissions Law.

This division also handles and classifies numerous documents relating to rates and charges. Such documents include powers of attorney given by the corporations in appointing agents to publish and file various schedules; concurrences given by one corporation to another under which schedules having joint application are issued; contracts and agreements or arrangements of steam and street railroad corporations to which such corporations are parties and which relate in any way to the carriage or transportation of freight, express matter, and passengers, or either, or to the handling, use, or transportation of cars and locomotives; contracts between gas corporations and electrical corporations and other such corporations covering gas or electricity supplied for re-sale.

The number of rate schedules and documents filed during the year totals 16,133, and the number of such schedules and documents now in the files is approximately 253,000.

The use of the rate schedules is another duty assigned to this division. It was stated in the Commission's first annual report, "The Commission proposes to make its tariff division a medium of rendering substantial service to the public". The following briefly outlines what has been and is being done in carrying out that purpose. The rates stated in filed schedules, except as to rates fixed by the statutes of this State or which have been fixed by the Commission in accordance with powers conferred upon it so to do, may be changed by filing with the Commission new schedules stating proposed new rates, at least thirty days prior to the date they are to become effective. For the information of the public, the statutes and the regulations established by the Commission provide the manner in which the corporations shall keep copies of their rate schedules for inspection by the public. When new schedules are filed the Commission has immediate notice of the changes proposed, but the public may only know of such proposed changes by consulting the schedules where they are kept for inspection. Since 1908 the Commission has issued each week a publication known as the "Tariff Bulletin". The publication, up to the year 1915, only contained a brief summary of the changes effected or proposed in schedules filed by that class of corporations defined in the Public Service Commissions Law as "common carriers": such term includes steam and street railroad corporations, express companies, and parlor and sleeping car companies. In 1915 the Bulletin was enlarged to cover like changes made by telephone corporations and telegraph corporations, and gas corporations and electrical corporations. These bulletins show all the changes in rates and regulations proposed by schedules filed during the preceding week; they are free to all applicants at the office of the Commission, and are mailed upon receipt of mailing cost; they are mailed free to boards of trade, chambers of commerce, and other commercial organizations.

The rates which may be assessed and collected by street railroad corporations, telephone corporations, and gas corporations and electrical corporations are in many instances subject to

municipal franchises and agreements; and when in 1918 the costs of operation commenced to increase, and many such corporations sought relief by filing new schedules operating to increase their rates, the Commission, believing that the municipalities which might be affected thereby should have early information of the proposed changes, established rules requiring each such corporation to file with the Commission a sufficient number of their schedules proposing changes to enable the Commission to mail a copy thereof to the clerk of each city, town, or village affected by the proposed changes. The Commission's experience is that the practice so established has resulted in furnishing early information to the public and that it has made use of the information so furnished.

Other functions of this division in connection with the use of rate schedules are to furnish on request such statements of rates and regulations in force as are within the limits of reason and which under provisions of law it may furnish without charge; to handle certain classes of complaints informally with a view of satisfying the complaint without entering upon a formal proceeding, and such method of procedure has been successfully carried on since this division was organized in 1907; to prepare memoranda for the Commission relating to formal and informal complaints; and various other matters involving the use of rate schedules.

The rate schedule file maintained by this division is used to a greater extent each year than during the preceding year, not only by the members of the Commission, its officers and employees, but by rate experts in the employ of commercial organizations, officers and employees of other state departments, and by the public generally. The employees of this division are frequently called upon personally to assist representatives of corporations in preparing their rate schedules to comply with the law and the Commission's regulations. During the year the number of such occasions is 20 per cent greater than any other year.

Certain provisions of the Public Service Commissions Law empower the Commission to permit changes in rate schedules on less than thirty days' notice. Such authority is some times exercised by granting permission to file new schedules on short notice

in the orders entered in formal cases. It was so exercised during the year as to changes in freight rates, in orders granted to —

Kayderos Railroad Corp.

Buffalo and Lake Erie Traction Co., in connection with Chautauqua Traction Co. and Jamestown, Westfield and Northwestern Railroad Co.

as to changes in passenger fares, in orders granted to —

The Ulster and Delaware Railroad Co.
Albany Southern Railroad Co.
Auburn and Syracuse Electric Railroad Co.
Binghamton Railway Co.
Black River Traction Co.
Buffalo and Lake Erie Traction Co.
Buffalo and Williamsville Railway Co.
Chautauqua Traction Co.
Empire State Railroad Corp.
Fonda, Johnstown and Gloversville Railroad Co.
Geneva, Seneca Falls and Auburn Railroad Co.
Glen Cove Railroad Co.
Hornell Traction Co.
Hudson River and Eastern Traction Co.
Hudson Valley Railway Co.
International Railway Co.
Jamestown Street Railway Co.
Jamestown, Westfield and Northwestern Railroad Co.

New York and North Shore Traction Co.
New York and Stamford Railway Co.
New York State Railways, Rochester, Oneida, and Utica Lines
Northport Traction Co.
Orange County Traction Co.
Peekskill Lighting and Railroad Co.
Plattsburgh Traction Co.
Poughkeepsie and Wappingers Falls Railway Co.
Putnam and Westchester Traction Co.
Schenectady Railway Co.
Southern New York Power and Railway Corp.
Syracuse and Suburban Railway Co.
United Traction Co.
Wallkill Transit Co.
Westchester Street Railroad Co.
Western New York and Pennsylvania Traction Co.

as to changes in rates of electrical corporations, in orders granted to —

Buffalo General Electric Co.

St. Lawrence Transmission Co.

as to changes in rates of gas corporations, in orders granted to —

Central Hudson Gas and Electric Co.
Chautauqua Gas Light Co.
Elmira Water, Light and Railroad Co.
Fulton Fuel and Light Co.
Granville Electric and Gas Co.
Lockport Light, Heat and Power Co.
Northern New York Utilities, Inc.

Owego Gas Light Co.
Patchogue Gas Co.
Pavilion Natural Gas Co.
Rochester Gas and Electric Corp.
Rockland Light and Power Co.
Sea Cliff and Glen Cove Gas Co.
Utica Gas and Electric Co.

and as to changes in telephone rates, in orders granted to —

New York Telephone Co.
North Creek Telephone Co.

Sherman Telephone Co.

The Commission has also provided in its rules forms of application which corporations may, under various provisions of law, use to petition the Commission for permission to make changes in rate schedules on less than statutory notice. It is a part of the duty of this division to examine such applications, make report to the Commission thereon, and if granted prepare appropriate orders. During the year 224 such applications were made, 10 of which were denied.

The rate regulating provisions of the Public Service Commissions Law empower the Commission upon its own initiative or complaint to suspend changes in rates proposed to be made by common carriers before the same may become effective. During the year such authority was exercised as to steam railroads in four instances, as follows:

(a) Proposed 40 per cent increase in commodity rates applicable to carload shipments of sand, gravel, rock, crushed stone, slag, and cement.

(b) Proposed 40 per cent increase in rates applicable to carload shipments of peaches.

(c) Proposed 40 per cent increase in rates on carload shipments of limestone from Jamesville to Solvay over the Delaware, Lackawanna and Western railroad.

(d) Proposed increase from eighty-four cents to one dollar and ten cents per ton on carload shipments of ice from Clinton Corners to Poughkeepsie over Central New England railway.

All such suspension orders were issued on or since August 19, 1920, and, except as to cement which has been vacated, are still in effect.

An important part of this division's duty is to keep the Commission informed as to rate changes generally, and particularly those which may properly be made the subject of inquiry by its investigation and suspension committee; also to examine into and report on complaints made requesting rate suspensions.

Chapter 957 of the laws of 1920, in effect September 27, 1920, amended section 92 of the Public Service Commissions Law, granting to the Commission power to suspend rate schedules proposed by telegraph corporations and telephone corporations.

Rate Changes: Examination of schedules filed discloses that with very few exceptions the changes made in rates during the year have been to increase them; practically all steam railroads increased freight rates approximately 40 per cent. Electric railroads have generally increased both their freight rates and passenger fares. The American Railway Express Company and the Canadian Express Company increased their rates and charges 26 per cent over the rates and charges in effect prior to September 1, 1920. The Pullman Company's seat rates for short hauls have been slightly increased. A large number of the gas corporations and electrical corporations have not only increased their rates for gas or electricity consumed, but have also changed from a consumption rate with a minimum monthly charge to a two-charge rate, consisting of a fixed monthly service charge per customer plus a charge per thousand cubic feet for gas or per kilowatt-hour for electricity consumed.

A statement similar to that shown in the 1919 report relative to rates for residence lighting in cities and incorporated villages, in effect December 31, 1920, or filed to become effective subsequent thereto, will be found in Appendix F.

No changes have been made by telegraph corporations in their rates and charges, but the telephone corporations have generally increased local exchange rates and rates for toll message service except as to certain local exchange and toll rates applying within greater New York. Many of these corporations have changed the practice of stating local exchange rates from a yearly basis to a monthly basis. In Appendix G is a statement similar to that shown in the 1919 report, showing monthly rates for general telephone service applying in cities and incorporated villages, in effect December 31, 1920.

January 1, 1921.

CHARLES B. HILL,
FRANK IRVINE,
JOHN A. BARHITE,
JOSEPH A. KELLOGG,
GEORGE R. VAN NAMEE,
Commissioners.

APPENDIX A

RESULTS OF OPERATIONS, FINANCIAL AND TRAFFIC TOTALS, SUM-
MARIZED BY YEARS: STEAM RAILROAD CORPORATIONS, ELEC-
TRIC RAILROAD CORPORATIONS, ELECTRICAL CORPORATIONS,
ELECTRICAL AND GAS CORPORATIONS, COAL GAS AND WATER
GAS CORPORATIONS, NATURAL GAS CORPORATIONS, AND TELE-
PHONE CORPORATIONS.

STEAM RAILROAD CORPORATIONS: Results of Operations 1917, 1918, and 1919.

Item	Year ended December 31,			Increase or (D) decrease, %	
	1917	1918	1919	1918, compared with 1917	1919 compared with 1918
<i>Roads operated by United States Railroad Administration:</i>					
Railway operating revenues.....	\$229,486,485	\$1,187,891,767	\$1,228,053,731	27.80	3.38
Railway operating expenses.....	701,635,581	1,026,842,140	1,088,454,201	46.21	6.10
Net revenue railway operations.....	\$227,840,902	\$162,049,627	\$139,599,530	D 48.87	D 13.85
Operating ratio.....	75.49%	86.16%	88.63%	.....	.....
Tons of revenue freight carried.....	529,130,823	550,694,154	478,130,164	4.08	D 13.17
Ton-miles of revenue freight carried.....	90,743,818,298	95,621,742,436	84,323,070,370	5.38	D 11.88
Passengers carried.....	43,845,532	468,644,530	513,871,387	7.52	9.85
Revenue passenger-miles.....	10,904,903,841	12,498,773,306	13,622,664,862	14.57	9.04
Mileage in New York state.....	7,835	7,837	7,832	.....	.....
<i>Roads not operated by United States Railroad Administration:</i>					
Railway operating revenues.....	\$5,225,450	\$5,832,305	\$5,539,874	11.61	D 5.01
Railway operating expenses.....	4,293,680	5,337,185	4,949,972	24.30	D 7.26
Net revenue railway operations.....	\$931,766	\$495,118	\$589,903	D 48.86	19.14
Uncollectible railway revenues.....	10	44	202	340.00	356.00
Railway tax accruals.....	162,077	219,854	267,799	35.63	21.81
Railway operating income.....	\$769,681	\$275,221	\$321,900	D 64.84	16.96
Other income.....	537,913	601,608	572,784	11.84	D 4.79
Gross income.....	\$1,307,594	\$876,826	\$894,687	D 32.94	2.94
Interest charges.....	1,226,353	1,252,807	1,244,541	2.15	D 0.63
Other deductions from gross income.....	510,983	489,150	314,725	D 4.37	D 35.66
Net income.....	\$570,240	\$865,167	\$894,583	D 101.08	23.18
Dividends during year.....	489,182	\$118,187	\$55,793	20.38	D 52.80
Tons of revenue freight carried.....	7,384,089	6,486,677	6,089,576	D 9.31	D 6.47
Ton-miles of revenue freight carried.....	232,086,832	174,829,710	137,017,267	D 25.04	D 21.77
Passengers carried.....	1,053,351	893,260	977,220	D 83.74	9.31
Revenue passenger-miles.....	9,944,140	7,369,495	7,974,552	D 26.99	8.35
Mileage in New York state.....	1,617	1,616	1,615	.....	.....
Operating ratio.....	82.16%	91.51%	89.35%	.....	.....

ELECTRIC RAILROAD CORPORATIONS: Results of operations of electric railroads, totals summarized by years.
Last three figures omitted, except in "Miles of road operated"; D prefixed to a figure denotes a decrease or a deficit.

Year ended	Per cent of increase or decrease			Per cent of increase or decrease			Per cent of increase or decrease		
	Amount	Compared with preceding year	Compared with first year of series	Amount	Compared with preceding year	Compared with first year of series	Amount	Compared with preceding year	Compared with first year of series
Railway operating revenues									
June 30, 1907	19,774	9.3	9.3	333	50.8	50.8	2,870	Net income	Net income
June 30, 1908	21,617	9.3	9.3	502	9.2	64.6	2,229	D 22.5	D 22.5
June 30, 1909	22,354	3.4	13.0	548	9.2	64.6	2,532	D 11.8	D 11.8
June 30, 1910	24,917	11.5	26.0	624	13.9	87.4	3,232	27.6	12.6
June 30, 1911	27,041	8.5	36.8	642	2.9	92.8	4,294	32.9	49.6
June 30, 1912	28,010	3.6	41.7	660	2.8	98.2	4,174	D 2.8	45.4
June 30, 1913	30,234	7.9	52.9	683	3.5	105.1	2,065	D 60.8	D 28.4
June 30, 1914	32,062	6.0	62.1	735	7.6	120.7	1,737	D 15.5	D 39.5
June 30, 1915	31,127	D 2.9	57.4	709	D 3.5	112.9	1,933	D 46.5	D 67.5
June 30, 1916	32,668	5.0	65.2	748	5.5	124.6	1,607	D 72.2	D 44.0
December 31, 1916	34,086	4.3	72.4	766	2.4	130.0	1,822	D 86.9	D 56.5
December 31, 1917	36,155	6.1	82.8	763	D 1.7	126.1	2,338	D 20.1	D 91.7
December 31, 1918	35,186	D 2.7	77.9	546	D 27.5	64.0	D 4,665	D 80.0	D 62.5
December 31, 1919	40,227	14.3	103.4	657	20.3	97.3	D 4,999	35.7	D 80.5
Railway operating expenses									
June 3, 1907	12,736	12.5	12.5	433	D 26.1	D 26.1	1,600	Dividends during year	Dividends during year
June 30, 1908	14,333	12.5	16.6	320	115.9	D 26.1	2,065	26.1	26.1
June 30, 1909	14,844	3.6	16.6	935	192.2	D 26.1	2,191	6.1	36.9
June 30, 1910	15,977	7.6	25.4	755	D 19.3	74.4	2,153	28.9	34.6
June 30, 1911	16,796	5.1	31.9	981	29.9	126.6	2,776	D 1.7	73.5
June 30, 1912	17,827	6.1	40.0	1,288	31.3	197.5	3,546	27.7	121.6
June 30, 1913	19,456	9.1	52.8	1,608	D 23.8	40.4	4,183	18.0	161.4
June 30, 1914	20,741	6.6	62.9	636	4.6	46.9	3,767	D 9.9	135.4
June 30, 1915	20,228	D 2.5	58.8	649	2.0	49.9	3,785	D 26.1	74.1
June 30, 1916	21,318	5.4	67.4	620	D 4.5	43.2	2,985	7.2	88.6
December 31, 1916	22,364	4.9	75.6	573	D 7.6	32.3	3,123	4.6	95.2
December 31, 1917	25,319	13.2	98.8	459	D 19.9	6.0	D 51.6	D 33.6	D 33.6
December 31, 1918	28,598	13.0	124.5	399	D 12.9	D 2.7	2,137	D 85.5	D 80.7
December 31, 1919	32,797	14.7	157.5	542	35.8	25.2	309	2.3	D 80.5
Net revenue, railway operations									
June 30, 1907	7,038	.....	.....	6,917	Gross income	.....	Passenger (fare and transfer)	.....	.....
June 30, 1908	7,284	.....	3.6	7,042	.....	1.8	418,622	.....	7.2
June 30, 1909	7,510	.....	6.7	7,832	.....	13.2	448,846	.....	7.2
June 30, 1910	8,640	.....	27.0	9,007	.....	30.2	462,458	.....	10.5
		.....	19.0		.....	8.0	499,357	.....	19.3

ELECTRICAL CORPORATIONS having revenues of \$25,000 or over: Results of operations, totals summarized by years.
D prefixed to a figure denotes a deficit.

Item	Years ended December 31,										
	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	
Number of corporations.....	50	46	53	59	62	63	67	72	71	71	
Electric operating revenues.....	\$9,810,360	\$9,867,843	\$11,409,382	\$12,837,254	\$12,967,808	\$13,731,532	\$15,294,127	\$18,064,943	\$22,358,975	\$21,148,360	
Electric operating expenses and uncollected bills.....	\$5,796,964	\$5,511,905	\$6,362,533	\$7,112,094	\$7,305,169	\$7,742,148	\$8,340,049	\$10,814,660	\$13,288,813	\$12,242,111	
Per cent of electric operating revenues.....	59.1%	55.8%	55.8%	55.4%	56.4%	56.4%	54.5%	57.9%	59.4%	57.9%	
Taxes, electric.....	\$407,210	\$461,218	\$528,740	\$577,319	\$640,858	\$700,085	\$785,610	\$1,008,512	\$1,957,654	\$1,583,619	
Per cent of electric operating revenues.....	4.1%	4.7%	4.6%	4.5%	4.9%	5.1%	5.2%	5.7%	8.8%	7.5%	
Electric operating income.....	\$3,606,191	\$3,894,721	\$4,521,119	\$5,147,839	\$5,011,785	\$5,289,349	\$6,168,468	\$6,786,770	\$7,112,504	\$7,322,623	
Per cent of electric operating revenues.....	36.8%	39.5%	39.6%	40.1%	38.7%	38.5%	40.3%	36.4%	31.8%	34.6%	
Other operations, net revenue.....	\$59,239	\$51,620	\$32,713	\$33,455	\$1,095	\$35,453	\$249,131	\$219,932	\$68,923	\$118,285	
Non-operating income.....	\$707,792	\$784,994	\$923,000	\$769,204	\$1,042,447	\$1,135,333	\$1,429,274	\$835,238	\$1,153,552	\$1,263,175	
Gross income.....	\$4,373,210	\$4,731,337	\$5,476,916	\$5,950,500	\$6,055,326	\$6,460,133	\$7,946,873	\$7,831,960	\$8,334,985	\$8,704,081	
Interest charges.....	\$2,578,155	\$2,348,179	\$2,373,885	\$2,411,185	\$2,440,233	\$2,540,840	\$2,731,580	\$2,883,937	\$3,028,523	\$3,478,418	
Per cent of gross income.....	59.0%	49.6%	43.3%	40.5%	40.3%	39.3%	34.5%	36.8%	35.9%	40.0%	
Other deductions, gross income.....	\$127,561	\$63,690	\$81,043	\$100,145	\$256,130	\$456,398	\$687,716	\$857,709	\$780,315	\$494,808	
Per cent of gross income.....	2.9%	1.4%	1.5%	1.7%	4.2%	7.1%	8.6%	11.0%	9.4%	5.6%	
Net income.....	\$1,667,508	\$2,319,538	\$3,021,905	\$3,439,161	\$3,358,960	\$3,462,891	\$4,527,577	\$4,090,310	\$3,998,150	\$4,740,861	
Per cent of gross income.....	38.1%	49.0%	55.2%	57.8%	55.5%	53.6%	56.4%	52.2%	47.1%	54.5%	
Dividends during year.....	\$954,271	\$1,190,464	\$1,208,719	\$1,335,082	\$1,438,933	\$1,399,773	\$1,674,166	\$1,748,980	\$2,503,232	\$2,578,766	
Per cent of gross income.....	21.9%	25.7%	22.4%	22.4%	23.8%	21.7%	21.5%	22.3%	30.0%	29.6%	

ELECTRICAL AND GAS CORPORATIONS having revenues of \$25,000 or over in either Electric or Gas department: Results of operations, totals summarised by years. *D* prefixed to a figure denotes a deficit.

Item	Years ended December 31,										
	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	
Number of corporations.....	38	39	38	39	40	41	41	43	38	42	
Electric operating revenues.....	\$7,373,880	\$8,909,526	\$10,118,286	\$10,974,051	\$11,718,746	\$13,007,060	\$15,332,218	\$17,689,129	\$20,199,534	\$23,483,037	
Electric operating expenses and uncollected bills	\$4,017,866	\$5,028,647	\$6,053,617	\$6,041,284	\$6,290,581	\$6,537,137	\$8,005,705	\$10,078,657	\$11,579,784	\$12,577,168	
Per cent of electric operating revenues.....	54.5%	56.1%	59.1%	55.1%	53.7%	49.9%	52.2%	57.0%	57.3%	53.6%	
Taxes, electric.....	\$375,722	\$468,538	\$541,183	\$506,473	\$637,367	\$741,534	\$862,519	\$1,133,215	\$1,475,622	\$1,960,779	
Per cent of electric operating revenues.....	5.1%	5.2%	5.3%	4.6%	5.4%	5.7%	5.6%	6.4%	7.3%	8.4%	
Electric operating income.....	\$2,980,297	\$3,472,329	\$3,923,513	\$4,337,290	\$4,790,796	\$5,818,400	\$6,463,906	\$6,477,264	\$7,144,134	\$8,925,098	
Per cent of electric operating revenues.....	40.4%	38.7%	38.5%	39.5%	40.9%	44.4%	42.2%	36.6%	35.4%	38.0%	
Gas operating revenues.....	\$6,010,510	\$6,498,687	\$7,191,633	\$7,538,130	\$7,862,123	\$8,095,865	\$8,897,356	\$9,978,797	\$11,105,303	\$12,800,168	
Gas operating expenses and uncollected bills.....	\$3,543,056	\$3,919,670	\$4,476,262	\$4,945,396	\$5,096,564	\$4,973,066	\$5,588,132	\$7,093,418	\$8,818,564	\$9,825,295	
Per cent of gas operating revenues.....	58.9%	60.3%	62.2%	65.6%	64.8%	61.4%	62.8%	71.1%	79.5%	76.8%	
Taxes, gas.....	\$347,404	\$384,985	\$449,137	\$499,815	\$518,209	\$548,871	\$611,604	\$725,335	\$907,237	\$991,193	
Per cent of gas operating revenues.....	5.8%	5.9%	6.3%	6.6%	6.6%	6.8%	6.9%	7.3%	8.2%	7.7%	
Gas operating income.....	\$2,120,054	\$2,194,028	\$2,266,235	\$2,092,919	\$2,247,347	\$2,573,931	\$2,697,625	\$2,160,037	\$1,379,501	\$1,963,672	
Per cent of gas operating revenues.....	35.3%	33.8%	31.5%	27.8%	28.6%	31.8%	30.3%	21.6%	12.4%	15.5%	
Other operations, net revenue.....	\$377,454	\$375,191	\$396,483	\$423,442	\$392,000	\$302,214	\$238,936	\$242,693	\$202,078	\$104,023	
Non-operating income.....	\$501,624	\$549,352	\$554,172	\$396,912	\$431,767	\$464,898	\$417,359	\$398,888	\$435,789	\$530,385	
Gross income.....	\$5,979,429	\$6,500,896	\$7,140,403	\$7,250,562	\$7,861,914	\$9,159,441	\$9,817,822	\$9,278,881	\$9,161,501	\$11,633,181	
Interest charges.....	\$3,177,196	\$3,894,604	\$3,947,783	\$4,010,330	\$4,289,320	\$4,585,358	\$4,599,361	\$4,841,610	\$5,428,133	\$6,087,105	
Per cent of gross income.....	53.1%	59.1%	55.3%	55.3%	54.6%	50.1%	46.5%	52.2%	59.2%	52.3%	
Other deductions, gross income.....	\$94,616	\$141,526	\$135,432	\$156,248	\$198,795	\$191,707	\$262,781	\$281,411	\$351,302	\$455,944	
Per cent of gross income.....	1.6%	2.1%	1.9%	2.2%	2.5%	2.1%	2.7%	2.8%	3.8%	4.7%	
Net income.....	\$2,707,615	\$2,554,769	\$3,057,199	\$3,083,989	\$3,373,798	\$4,382,880	\$4,955,680	\$4,175,859	\$3,382,070	\$5,000,133	
Per cent of gross income.....	45.3%	38.8%	42.9%	42.3%	43.0%	47.8%	50.5%	45.0%	36.9%	43.0%	
Dividends during year.....	\$1,567,758	\$2,893,413	\$2,424,705	\$2,233,089	\$3,627,897	\$5,709,811	\$2,929,015	\$2,984,268	\$3,883,075	\$3,650,640	
Per cent of gross income.....	26.2%	43.8%	34.0%	30.8%	46.1%	61.3%	29.8%	32.2%	42.3%	31.4%	

COAL GAS AND WATER GAS CORPORATIONS having revenues of \$25,000 or over: Results of operations, totals summarized by years.
D prefixed to a figure denotes a deficit.

Item	Years ended December 31,											
	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919		
Number of corporations.....	15		11	11	13	12	13	14	12	14		
Coal gas and water gas operating revenues.....	\$2,009,843	\$1,988,705	\$1,915,407	\$1,984,728	\$2,134,629	\$2,116,046	\$2,363,352	\$2,637,223	\$3,035,030	\$2,716,319		
Coal gas and water gas operating expenses and uncollected bills.....	\$1,145,850	\$1,174,741	\$1,171,704	\$1,280,007	\$1,425,980	\$1,334,249	\$1,541,088	\$2,071,110	\$2,644,648	\$2,180,662		
Per cent of coal gas or water gas operating revenues.....	57.0%	59.1%	61.2%	64.5%	66.8%	63.1%	65.2%	78.5%	87.1%	80.3%		
Taxes, coal gas and water gas.....	\$123,436	\$125,300	\$123,622	\$126,418	\$137,355	\$139,925	\$155,258	\$161,152	\$172,480	\$208,619		
Per cent of coal gas or water gas operating revenues.....	6.1%	6.3%	6.4%	6.4%	6.4%	6.6%	6.6%	6.1%	5.7%	7.7%		
Coal gas or water gas operating income.....	\$740,559	\$688,665	\$649,991	\$578,305	\$571,295	\$641,870	\$667,004	\$404,960	\$290,900	\$327,042		
Per cent of coal gas or water gas operating revenues.....	36.8%	34.6%	33.4%	29.1%	26.8%	30.3%	28.2%	15.4%	7.3%	12.0%		
Other operations, net revenue.....	\$51,458	\$35,225	\$27,489	\$19,918	\$10,756	\$7,774	\$9,586	\$9,913	\$8,268	\$12,368		
Non-operating income.....	\$9,370	\$6,165	\$9,105	\$10,407	\$9,762	\$9,482	\$14,137	\$11,712	\$8,054	\$11,240		
Gross income.....	\$801,337	\$728,057	\$656,584	\$608,628	\$591,816	\$659,127	\$690,729	\$426,586	\$237,223	\$350,648		
Interest charges.....	\$513,722	\$498,445	\$469,894	\$488,021	\$521,978	\$545,111	\$577,718	\$504,270	\$301,455	\$242,954		
Per cent of gross income.....	64.1%	68.5%	71.5%	80.2%	88.2%	82.7%	83.6%	118.2%	127.1%	69.3%		
Other deductions, gross income.....	\$17,173	\$8,578	\$12,369	\$16,829	\$19,144	\$12,648	\$8,142	\$7,758	\$18,871	\$42,149		
Per cent of gross income.....	2.1%	1.2%	1.9%	2.7%	3.2%	1.9%	1.2%	0.8%	7.9%	12.0%		
Net income.....	\$270,490	\$221,033	\$174,324	\$103,779	\$50,699	\$101,368	\$104,868	\$868,448	\$32,907	\$65,544		
Per cent of gross income.....	33.8%	30.3%	26.6%	17.1%	8.6%	15.4%	15.2%	D 20.6%	D 36.0%	18.7%		
Dividends during year.....	\$74,229	\$108,840	\$101,047	\$99,217	\$108,652	\$235,735	\$135,128	\$96,895	\$52,240	\$91,620		
Per cent of gross income.....	9.3%	15.0%	15.4%	16.3%	18.4%	35.8%	19.6%	22.7%	34.1%	26.1%		

NATURAL GAS CORPORATIONS having revenues of \$25,000 or over: Results of operations, totals summarised by years.
D prefixed to a figure denotes a deficit.

Item	Years ended December 31,											
	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919		
Number of corporations.....	16	10	18	15	16	16	16	16	16	16		16
Natural gas operating revenues.....	\$6,375,354	\$6,531,986	\$6,149,630	\$4,878,180	\$5,200,168	\$5,141,580	\$5,568,883	\$6,713,145	\$6,190,992	\$6,043,146		
Natural gas operating expenses and uncollected bills.....	\$3,319,109	\$3,811,238	\$3,047,460	\$2,632,278	\$2,656,690	\$2,621,057	\$2,674,963	\$3,106,001	\$4,406,452	\$3,711,874		
Per cent of natural gas operating revenues.....	52.1%	57.9%	49.6%	55.0%	50.2%	51.0%	48.0%	47.6%	71.2%	61.4%		
Taxes, natural gas.....	\$241,680	\$245,009	\$202,691	\$197,032	\$220,893	\$196,700	\$311,741	\$378,114	\$374,238	\$302,067		
Per cent of natural gas operating revenues.....	3.8%	3.7%	3.3%	4.0%	4.2%	3.8%	5.6%	5.6%	6.1%	8.3%		
Natural gas operating income.....	\$3,814,564	\$2,625,740	\$2,899,468	\$1,998,882	\$2,412,595	\$2,323,823	\$2,552,171	\$3,139,027	\$910,301	\$1,828,204		
Per cent of natural gas operating revenues.....	44.1%	39.4%	47.1%	41.0%	45.6%	45.2%	46.4%	46.8%	14.7%	30.3%		
Other operations, net revenue.....	\$40,593	\$38,716	\$28,320	\$79,563	\$37,226	\$23,640	\$47,336	\$71,236	\$89,197	\$114,449		
Non-operating income.....	\$57,711	\$68,509	\$61,882	\$39,953	\$29,766	\$29,513	\$64,735	\$303,098	\$303,237	\$324,431		
Gross income.....	\$2,912,865	\$2,632,965	\$2,989,669	\$2,118,395	\$2,479,588	\$2,376,977	\$2,664,241	\$3,513,363	\$1,302,735	\$2,267,081		
Interest charges.....	\$164,852	\$140,260	\$118,650	\$89,942	\$124,931	\$135,846	\$118,700	\$231,222	\$244,589	\$354,559		
Per cent of gross income.....	5.7%	5.3%	4.0%	4.2%	5.0%	5.7%	4.4%	6.6%	26.5%	15.6%		
Other deductions, gross income.....	\$67,588	\$53,573	\$77,395	\$32,091	\$20,578	\$22,526	\$12,023	\$303,963	\$606,000	\$386,930		
Per cent of gross income.....	2.3%	2.0%	2.6%	3.9%	0.8%	1.0%	0.4%	5.8%	46.5%	17.1%		
Net income.....	\$2,680,428	\$2,439,131	\$2,793,623	\$1,946,363	\$2,324,076	\$2,218,600	\$2,563,519	\$3,078,174	\$352,144	\$1,525,592		
Per cent of gross income.....	92.0%	92.7%	93.4%	91.9%	93.7%	93.9%	95.2%	87.6%	27.0%	67.3%		
Dividends during year.....	\$1,379,664	\$1,618,224	\$1,953,345	\$637,107	\$608,760	\$1,154,775	\$3,726,725	\$1,547,560	\$1,924,421	\$1,075,454		
Per cent of gross income.....	47.4%	61.5%	65.3%	30.1%	36.6%	48.9%	138.3%	44.0%	147.7%	47.4%		

TELEPHONE CORPORATIONS: Results of operations, totals summarized by years.
D prefixed to a figure denotes a deficit.

Item	Years ended December 31,									
	1912	1913	1914	1915	1916	1917	1918	1919		
Number of corporations reporting.....	129	109	102	102	100	104	107	107		
Telephone operating revenues.....	\$64,648,381	\$69,118,723	\$70,415,705	\$75,055,682	\$86,732,906	\$98,879,385	\$103,393,203	\$122,429,532		
Telephone operating expenses.....	\$36,998,481	\$41,107,881	\$43,086,223	\$44,750,024	\$49,335,441	\$56,688,480	\$63,387,173	\$77,937,370		
Per cent of telephone operating revenues.....	57.2%	59.5%	61.2%	59.6%	56.9%	58.6%	61.3%	63.7%		
Net other operating revenues.....	.....	\$6,456	<i>D</i> \$10,288	\$2,465		<i>D</i> \$411		\$13,146		
Uncollectible operating revenues.....	\$414,377	\$317,944	\$339,087	\$368,729	\$423,304	\$325,653	\$310,287	\$333,734		
Per cent of telephone operating revenues.....	0.6%	0.5%	0.5%	0.5%	0.5%	0.3%	0.3%	0.3%		
Taxes assignable to telephone operations.....	\$3,582,888	\$3,889,673	\$4,092,214	\$4,350,369	\$5,181,815	\$8,730,635	\$8,562,865	\$8,569,472		
Per cent of telephone operating revenues.....	5.6%	5.6%	5.8%	5.8%	6.0%	9.0%	8.3%	7.0%		
Telephone operating income.....	\$23,652,638	\$23,809,681	\$22,887,973	\$25,580,029	\$31,793,088	\$31,136,204	\$31,132,701	\$35,602,102		
Per cent of telephone operating revenues.....	36.6%	34.4%	32.5%	34.1%	36.6%	32.1%	30.1%	29.1%		
Non-operating income.....	\$35,113,575	\$38,128,208	\$37,747,416	\$36,597,019	\$37,487,030	\$41,858,628	\$45,660,366	\$51,774,256		
Gross income.....	\$58,766,219	\$61,937,891	\$60,635,378	\$62,186,051	\$69,280,117	\$72,994,838	\$76,793,070	\$87,376,358		
Interest charges.....	\$9,768,001	\$12,152,231	\$12,641,012	\$10,675,148	\$10,076,382	\$14,433,441	\$14,708,468	\$19,925,774		
Per cent of gross income.....	16.6%	19.6%	20.9%	17.2%	14.6%	19.8%	19.2%	22.8%		
Other deductions from gross income.....	\$2,078,387	\$2,534,417	\$2,681,805	\$2,773,603	\$3,622,040	\$3,983,260	\$4,427,383	\$5,379,483		
Per cent of gross income.....	3.5%	4.1%	4.4%	4.4%	5.2%	5.4%	5.8%	6.2%		
Net income.....	\$46,919,828	\$47,251,277	\$45,312,559	\$49,737,304	\$55,581,688	\$54,608,133	\$57,657,314	\$62,071,105		
Per cent of gross income.....	79.9%	76.3%	74.7%	79.4%	80.2%	74.8%	75.1%	71.0%		
Dividends during year.....	\$36,596,689	\$37,535,226	\$37,677,168	\$39,269,728	\$41,251,830	\$42,697,072	\$46,331,266	\$47,495,673		
Per cent of gross income.....	62.1%	60.6%	62.1%	63.1%	59.5%	58.4%	60.3%	54.4%		

APPENDIX B

COST OF FUEL FOR STEAM POWER USED IN GENERATING ELECTRICITY.

Comparison of cost of fuel for steam power used in generating electricity and pounds of coal used per kilowatt hour generated, for years ended December 31, 1919, 1918, 1917, 1916, and 1915. The companies named have revenues over \$25,000 per annum, and the figures given are taken from their reports.

Rank in order of fuel used *	Name of corporation	Year	Units of electricity generated by steam power	Kw. hours	Coal used for steam power in generating electricity ¹	Pounds	Av. lbs. of coal used per kw. h. generated	Av. fuel cost			Per cent of total kw. h.				Ratio of fuel expense to production expense	
								Fuel expense for steam power ¹	Per short ton coal used	Per kw. h. generated by steam	Av. cost per kw. h. purchased	Gen-erated by steam	%	Gen-erated by water	%	(m)
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	
A. Corporations generating electricity largely by steam power:																
3	Katonah Lighting.....	1919	393,341	5,050,000	12.84	15,591	6.17	3.96	100.	68.5		
		1918	379,114	4,956,000	13.07	13,634	5.50	3.60	100.	72.2		
		1917	402,480	4,016,000	9.98	10,683	5.32	2.65	100.	66.7		
		1916	354,120	3,648,000	10.30	7,073	3.88	2.00	100.	60.4		
		1915	339,880	3,100,000	9.12	5,125	3.31	1.51	100.	53.7		
4	Dutchess Light, Heat and Power...	1919	491,610	5,266,000	10.71	18,759	7.12	3.81	100.	67.0		
		1918	488,140	8,300,000	17.00	23,362	6.63	4.79	100.	73.7		
		1917	480,181	5,544,000	11.55	19,190	6.92	4.00	100.	73.2		
		1916	406,720	5,050,000	12.42	11,302	4.48	2.78	100.	66.6		
		1915	377,980	4,390,000	11.61	7,530	3.43	1.99	100.	58.4		
5	Iroquois Utilities, Inc.....	1919	244,123	4,616,000	10.37	14,212	5.12	1.67	5.26	99.0	.....	1.0	54.4		
		1918	200,262	2,186,000	10.92	7,807	5.75	1.91	9.03	99.6	.....	0.4	61.9		
6	Standard Light, Heat and Power...	1919	559,970	5,632,000	10.06	14,072	5.00	2.51	.....	57.0	43.0	.....	54.2	
		1918	842,980	9,746,580	11.56	20,667	4.24	2.45	.....	19.1	80.9	.....	72.6	
		1917	517,880	6,495,840	12.54	11,637	3.58	2.25	.....	61.9	38.1	.....	63.9	
		1916	468,240	4,740,000	10.12	6,694	2.82	1.43	.....	66.7	33.3	.....	52.0	
7	East Hampton Electric Light.....	1919	374,430	3,723,180	9.94	10,933	5.88	2.92	.....	100.	.....	.....	60.9	
		1918	292,520	3,677,686	12.57	10,445	5.68	3.57	.....	100.	.....	.....	60.0	
		1917	335,150	4,219,206	12.59	11,663	5.48	3.45	.....	100.	.....	.....	59.5	
		1916	335,150	4,668,549	13.93	8,907	3.52	2.66	.....	100.	.....	.....	60.5	
		1915	317,320	3,755,065	11.83	6,557	3.49	2.07	.....	100.	.....	.....	61.2	
9	Bath (municipal plant).....	1919	417,819	4,050,000	9.69	10,569	5.36	2.60	.....	100.	.....	.....	67.5	
		1918	386,646	3,478,000	9.00	9,599	5.52	2.48	.....	100.	.....	.....	68.7	
11	Dansville Gas and Electric.....	1919	503,920	4,663,600	9.26	8,317	3.57	1.65	.....	100.	.....	.....	54.3	
		1918	473,970	4,066,270	8.62	8,564	4.19	1.81	.....	100.	.....	.....	58.7	
		1917	543,100	4,947,100	9.11	9,022	3.64	1.66	.....	100.	.....	.....	61.9	
		1916	505,410	4,318,500	8.54	5,976	2.77	1.18	.....	100.	.....	.....	55.0	
		1915	488,220	4,062,000	8.32	5,246	2.58	1.07	.....	100.	.....	.....	53.6	

14	Long Beach Power.....	1919 476,750	4,158,300	8.72	13,789	6.03	2.89	100.	...	...	49.4
		1918 340,710	3,709,020	10.99	12,323	6.61	3.60	100.	...	...	53.2
		1917 324,240	3,624,885	11.18	14,692	6.90	4.53	100.	...	...	60.6
		1916 337,450	3,646,065	10.68	8,068	4.48	2.39	100.	...	...	43.6
		1915 342,610	3,426,960	10.00	6,790	3.97	1.98	100.	...	...	41.7
15	Fairport (municipal plant).....	* 1919 573,172	4,982,000	8.69	10,813	4.34	1.89	100.	...	...	57.8
		* 1918 503,510	3,778,000	10.23	12,637	4.88	2.51	100.	...	...	66.5
		* 1917 507,270	3,880,000	7.65	9,082	4.68	1.79	100.	...	...	60.9
		* 1916 508,592	4,351,000	8.55	6,810	3.13	1.34	100.	...	...	57.7
		* 1915 498,838	4,184,000	8.40	5,397	2.58	1.08	100.	...	...	51.1
20	Liberty Light and Power.....	1919 574,617	4,154,000	7.23	11,192	5.39	1.95	100.	...	...	65.2
		1918 448,753	3,488,000	7.60	8,806	5.05	1.92	100.	...	...	62.8
		1917 476,791	4,046,000	8.50	7,612	3.76	1.60	100.	...	...	53.0
		1916 436,796	3,636,000	8.32	4,989	2.69	1.12	100.	...	...	49.9
		1915 414,675	3,462,000	8.33	4,477	2.59	1.08	100.	...	...	47.3
21	Hornell Electric.....	1919 2,186,985	15,698,400	7.18	37,885	4.79	1.72	100.	...	...	75.1
		1918 2,027,396	16,722,000	8.25	40,546	4.85	2.00	100.	...	...	80.1
		1917 2,263,179	17,946,000	8.17	32,119	3.57	1.45	100.	...	...	80.4
		1916 1,946,577	16,550,000	8.42	19,656	2.38	1.00	100.	...	...	73.7
		1915 2,187,736	14,714,000	6.85	16,407	2.23	0.76	100.	...	...	69.2
24	Sayre Electric.....	1919 3,164,727	19,130,420	6.04	44,748	4.68	1.41	100.	...	...	65.4
		1918 2,079,283	20,541,780	6.90	50,193	4.89	1.69	100.	...	...	73.4
		1917 2,867,008	17,086,200	5.76	29,065	3.40	0.98	100.	...	...	67.6
		1916 2,949,862	13,636,140	4.62	18,311	2.69	0.62	100.	...	...	55.0
		1915 3,062,855	12,856,100	4.21	16,235	2.53	0.53	100.	...	...	54.7
27	Fresport (municipal plant).....	* 1919 1,365,360	7,539,840	5.52	17,821	4.73	1.31	100.	...	...	52.9
		* 1918 1,133,220	6,634,880	5.85	23,069	6.95	2.03	100.	...	...	61.8
		* 1917 1,151,255	5,956,000	5.17	18,838	6.33	1.64	100.	...	...	59.9
		* 1916 1,125,249	5,640,320	5.01	8,433	2.99	0.75	100.	...	...	44.1
		* 1915 1,052,046	5,956,160	5.66	14,089	4.73	1.34	100.	...	...	58.9
29	LaRoy Hydraulic Electric Gas.....	1919 2,492,150	12,524,000	5.03	31,035	4.96	1.24	98.4	1.6	...	67.2
		1918 2,279,785	10,448,000	4.58	27,388	5.24	1.20	99.1	0.9	...	68.4
		1917 2,314,485	9,485,510	4.10	21,907	4.62	0.95	99.2	0.8	...	69.0
		1916 2,023,446	8,832,040	4.39	13,187	2.97	0.65	99.1	0.9	...	66.2
		1915 1,904,676	7,795,000	4.09	10,075	2.59	0.53	99.0	1.0	...	56.4
31	Rockville Center (municipal plant).....	* 1919 994,482	4,729,400	4.76	15,224	6.44	1.53	100.	...	...	59.6
		* 1918 709,108	4,263,360	6.01	13,661	6.41	1.93	100.	...	...	53.7
		* 1917 668,291	4,667,779	6.98	12,029	5.15	1.90	100.	...	...	54.3
		* 1916 686,265	4,126,618	6.01	8,684	4.21	1.27	100.	...	...	50.6
		* 1915 695,361	3,693,088	5.31	6,150	4.18	0.98	100.	...	...	42.3

* Numbered in order of average pounds of coal used in 1919 per kilowatt hour generated as shown in column (f), the corporation showing the largest average consumption being given the number "1." † Evidently includes in some cases fuel used in keeping up steam in steam plant while used only as a reserve source of power, and fuel used in steam heating department. ‡ Excludes 198,830 k.w.h. generated by 29,510 gallons of oil, and 209,220 k.w.h. generated by 1,469 M cu ft. of natural gas, during 1919; and 120,520 k.w.h. generated by 18,659 gallons of oil, and 87,310 k.w.h. generated by 1153 M cu ft. of natural gas, during 1918. § Average cost per ton of coal received during the year. ¶ Report is for the twelve months beginning February 1st of the calendar year shown in column (e). ** Report is for the twelve months beginning March 1st of the calendar year shown in column (c). †† Includes 70,150 k.w.h. generated for Water Department.

Comparison of cost of fuel for steam power used in generating electricity and pounds of coal used per kilowatt hour generated, for years ended December 31, 1919, 1918, 1917, 1916, and 1915. The companies named have revenues over \$25,000 per annum, and the figures given are taken from their reports.

Rank in order *	Name of corporation	Year	Units of electricity generated by steam power	Coal used for steam power in generating electricity ¹	Av. lbs. of coal used per kw. h. generated	Fuel expense for steam power ¹	Av. fuel cost		Per cent of total kw. h.				Ratio of fuel expense to production expense
							Dollars	Cents	Gene- rated by steam	Gene- rated by water	Pur- chased	%	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	Dollars	Cents	(k)	(l)	(m)	(n)	%
A. Corporations generating electricity largely by steam power (continued):													
32	Riverhead Electric.....	1919	582,000	2,612,932	4.49	8,725	6.98	1.50	96.6	2.0	1.4	63.1	
		1918	366,220	2,527,796	6.90	10,027	7.93	2.74	96.8	3.2	.....	68.6
		1917	324,830	2,452,500	7.55	8,109	6.61	2.60	96.4	3.6	.....	65.8
		1916	350,870	1,850,000	5.28	5,624	6.08	1.60	95.8	3.8	.....	58.5
		1915	271,720	1,848,000	6.80	3,844	4.16	1.41	96.7	4.3	.....	47.8
33	Cortland County Traction.....	1919	5,115,309	21,360,000	4.18	750,146	7.00	0.98	100.	.....	.....	97.1
		1918	4,871,842	23,128,000	4.75	761,177	7.26	1.26	100.	.....	.....	72.9
		1917	4,714,132	22,780,000	4.83	60,092	7.28	1.27	100.	.....	.....	75.3
		1916	4,091,316	18,316,000	4.48	23,965	3.16	0.71	100.	.....	.....	66.4
		1915	3,745,095	16,336,000	4.36	23,687	2.90	0.63	100.	.....	.....	71.7
34	Patchogue Electric Light.....	1919	1,355,530	5,625,000	4.15	16,303	5.80	1.20	100.	.....	.....	50.0
		1918	1,308,600	6,633,000	5.07	19,393	5.85	1.43	100.	.....	.....	57.6
		1917	1,202,230	5,800,000	4.81	17,208	5.93	1.43	100.	.....	.....	58.1
		1916	1,072,990	4,264,000	3.99	9,647	4.63	0.93	100.	.....	.....	59.1
		1915	897,720	4,362,000	4.79	8,856	4.12	0.99	100.	.....	.....	58.7
36 ¹	Herkimer (municipal plant).....	* 1919	2,158,600	7,950,000	3.68	20,370	5.12	0.94	100.	.....	.....	97.1
		* 1918	1,941,400	8,760,000	4.51	24,304	5.55	1.23	100.	.....	.....	97.7
		1917	1,629,217	7,824,000	4.80	20,921	5.25	1.23	100.	.....	.....	74.9
		1916	1,553,800	8,096,000	5.21	13,322	2.89	0.99	100.	.....	.....	70.1
		1915	1,366,200	6,872,000	5.03	9,926	2.89	0.73	100.	.....	.....	64.3
37	Nassau Light and Power.....	1919	12,906,600	47,577,798	3.67	128,705	5.41	1.00	99.8	.....	0.2	95.5
		1918	9,826,600	37,511,902	3.82	112,474	6.00	1.15	99.8	.....	0.2	71.9
		1917	9,793,500	35,604,700	3.64	100,625	5.24	1.03	99.8	.....	0.2	75.4
		1916	8,842,600	33,553,798	3.79	54,298	3.61	0.85	99.8	.....	0.2	65.3
		1915	8,276,200	32,261,456	3.90	43,927	2.72	0.53	99.8	.....	0.2	57.5

38	Rockland Light and Power.....	1919 8,439,040	28,976,456	3.43	68,577	4.73	0.81	.....	100.	.....	.....	55.2
		1918 7,793,219	24,645,830	4.15	67,223	3.68	0.86	.....	100.	.....	.....	59.2
		1917 8,510,573	33,538,960	3.94	53,071	2.16	0.92	.....	100.	.....	.....	49.0
		1916 7,477,707	28,363,020	3.70	32,334	2.38	0.83	.....	100.	.....	.....	51.3
		1915 7,818,157	32,861,480	4.49	36,464	2.22	0.80	.....	100.	.....	.....	51.3
39	Orange and Rockland Electric.....	1919 4,902,860	16,819,260	3.43	44,672	5.31	0.91	.....	88.6	1.18	11.4	59.5
		1918 2,912,635	10,338,000	3.85	26,142	5.06	0.80	.....	83.5	1.12	16.5	56.8
		1917 1,866,550	4,225,500	4.88	9,024	4.27	1.04	.....	36.4	0.98	68.6	27.8
		1916 1,690,375	7,484,520	4.43	13,158	3.53	0.78	.....	100.	.....	.....	60.8
		1915 1,742,325	6,638,000	3.81	9,694	2.92	0.66	.....	100.	.....	.....	53.9
40	Jamestown (municipal plant).....	1919 4,887,980	16,291,156	3.33	33,887	4.16	0.69	.....	100.	.....	.....	61.4
		1918 3,129,399	11,023,632	3.53	25,574	4.64	0.82	.....	100.	.....	.....	63.1
		1917 2,660,464	9,498,000	3.71	24,373	5.13	0.95	.....	100.	.....	.....	66.6
		1916 2,924,340	8,736,000	3.93	11,116	2.54	0.60	.....	100.	.....	.....	50.3
		1915 2,899,610	8,776,000	3.64	9,266	2.11	0.39	.....	100.	.....	.....	46.9
41	Olean Electric Light and Power....	1919 14,146,800	47,063,588	3.33	104,515	4.44	0.74	.....	100.	.....	.....	69.9
		1918 10,541,600	43,060,000	4.08	103,140	4.79	0.98	.....	98.4	1.99	1.6	72.3
		1917 9,744,300	39,362,910	4.03	88,344	4.50	0.91	.....	98.9	1.98	1.1	71.3
		1916 7,637,900	35,134,860	4.81	44,818	2.55	0.69	.....	100.	.....	.....	69.3
		1915 5,756,300	26,533,240	4.81	28,913	2.18	0.60	.....	100.	.....	.....	62.5
42	Long Island Lighting.....	1919 14,363,657	46,858,000	3.26	134,798	5.75	0.94	.....	99.9	2.75	0.1	69.7
		1918 12,714,758	36,706,000	2.89	95,139	5.18	0.75	.....	98.0	3.00	2.0	65.0
		1917 6,962,219	28,982,000	4.16	56,003	3.86	0.80	.....	97.2	3.00	2.8	62.3
		1916 5,648,329	23,136,000	4.10	33,811	2.92	0.60	.....	99.5	3.00	0.5	60.9
		1915 4,274,792	18,204,940	4.26	24,353	2.68	0.57	.....	97.8	3.00	2.2	53.0

* Numbered in order of average pounds of coal used in 1919 per kilowatt hour generated as shown in column (f), the corporation showing the largest average consumption being given the number "1." † Evidently includes in some cases fuel used in keeping up steam in steam plant while used only as a reserve source of power, and fuel used in Steam Heating department. ‡ Average cost per ton of coal received during the year. § Report is for the twelve months beginning March 1st of the calendar year shown in column (e). ¶ Figures are based on current generated for both the Lighting and Railroad departments. ** The reported fuel expense is evidently an apportionment to the Light and Power department representing the fuel expenses only for energy used or sold by that department; the figures used here are not the reported fuel expenses but an estimate based on the reported number of tons of coal used at reported average price per ton of coal received. *** Report is for period January 1, 1918, to February 28, 1919.

Comparison of cost of fuel for steam power used in generating electricity and pounds of coal used per kilowatt hour generated, for years ended December 31, 1919, 1918, 1917, 1916, and 1915. The companies named have revenues over \$25,000 per annum, and the figures given are taken from their reports.

Rank in order of fuel used	Name of corporation	Year	Units of electricity generated by steam power	Coal used for steam power in generating electricity	Av. lbs. of coal used per kw.h. generated	Av. fuel cost		Av. cost per kw.h. purchased	Per cent of total kw.h.				Ratio of fuel expense to production expense
						Per short ton	Per kw.h. generated by steam		Generated by steam	Generated by water	Purchased	(m)	(a)
(a)	(b)	(c)	(d)	(e)	(f)	Dollars	Cents	(j)	(k)	(l)	(m)	%	%
A. Corporations generating electricity largely by steam power (concluded):													
43	Binghamton Light, Heat and Power	1919	15,967,940	48,068,600	3.01	118.781	4.94	.....	100.	.....	.....	.....	73.7
		1918	12,045,531	30,323,000	4.19	125,187	4.98	.....	99.9	.....	.....	.....	76.9
		1917	12,028,261	36,366,400	3.67	94,862	4.09	2.10	99.9	.....	0.1	.....	77.3
		1916	10,737,091	34,146,200	3.13	53,252	3.12	2.00	99.7	.....	0.3	.....	71.1
		1915	8,539,964	31,288,300	3.66	39,957	2.55	.....	100.	.....	.....	.....	68.1
44	Central Hudson Gas and Electric	1919	26,217,710	77,766,300	2.97	229,076	5.89	0.44	85.4	.....	14.6	.....	69.9
		1918	23,030,260	75,302,800	3.27	221,974	5.89	0.52	83.7	.....	16.3	.....	63.8
		1917	21,867,490	63,801,600	2.92	145,068	4.64	0.68	83.9	.....	16.1	.....	60.9
		1916	20,809,410	59,105,400	2.84	83,190	2.98	0.42	97.0	.....	3.0	.....	58.3
		1915	15,570,610	58,565,600	3.76	87,118	2.98	0.56	90.3	.....	9.8	.....	54.3
46	Elmira Water, Light and Railroad	1919	42,111,360	101,942,000	2.42	263,950	5.18	0.63	100.	.....	.....	.....	81.7
		1918	38,950,668	96,324,000	2.45	241,152	5.06	0.62	.....	.....	.....	.....	86.6
		1917	35,085,110	90,404,000	2.29	168,669	4.19	0.48	100.	.....	.....	.....	83.9
		1916	35,205,520	75,243,600	2.14	98,479	2.62	0.28	100.	.....	.....	.....	78.5
		1915	26,768,260	54,442,000	2.03	59,614	2.19	0.22	100.	.....	.....	.....	67.6
	Totals	1919	168,169,532	574,863,200	3.42	1,497,455	5.21	0.90	.....	.....	.....	.....	.....
		1918	150,059,063	580,201,886	3.87	1,325,662	5.26	1.02	.....	.....	.....	.....	.....
		1917	146,184,162	554,963,170	3.82	1,248,911	4.50	0.86	.....	.....	.....	.....	.....
		1916	130,331,586	473,187,800	3.63	688,448	2.91	0.53	.....	.....	.....	.....	.....
		1915	107,382,496	427,297,049	3.98	568,002	2.66	0.53	.....	.....	.....	.....	.....
B. Corporations generating electricity largely by hydraulic power:													
13	Upper Hudson Electric and Railroad	1919	429,700	3,884,000	9.04	12,410	6.39	2.88	21.8	78.2	.....	.....	52.1
		1918	844,489	5,682,000	6.72	17,679	6.22	2.09	50.4	49.6	.....	.....	60.6
		1917	1,027,138	5,452,000	5.31	15,932	5.84	1.55	54.8	45.2	.....	.....	61.0
		1916	1,041,724	4,466,000	4.29	9,358	4.19	0.90	51.4	48.6	.....	.....	48.4
		1915	1,071,830	3,782,000	3.53	6,948	3.67	0.65	49.0	51.0	.....	.....	44.5

23	Utica Gas and Electric.....	1919 1918 1917 1916 1915	10,533,802 32,329,415 23,676,384 107,934,000 15,331,555	64,360,000 141,230,000 107,934,000 60,530,000 25,468,000	6.11 4.37 4.56 3.95 8.55	183,134 399,968 285,837 101,697 34,481	5.69 4.66 5.30 3.36 2.71	1.74 1.24 1.21 1.05 0.88	0.50 0.50 0.50 0.88 0.76	15.0 36.6 30.4 22.1 6.2	84.5 60.1 65.3 89.2 89.2	0.5 3.3 4.3 8.7 4.6	48.7 61.5 59.7 39.5 30.1
25	Rochester Gas and Electric..... (formerly reported as Rochester Railway and Light).....	1919 1918 1917 1916 1915	31,668,989 83,872,642 48,900,401 43,188,328 11,805,601	178,530,020 309,233,000 155,192,600 132,646,000 44,847,720	5.64 3.68 3.17 3.07 3.80	430,623 816,274 533,829 256,182 55,574	4.82 5.28 6.88 3.86 2.48	1.36 0.97 1.09 0.59 0.47	0.46 1.10 0.28 0.42 0.51	18.3 42.5 30.7 29.5 9.6	71.4 56.9 57.3 46.4 66.2	10.3 0.6 12.0 24.1 24.2	60.5 84.9 61.9 41.7 24.4
26	Adirondack Electric Power Corp. . .	1919 1918 1917 1916 1915	10,372,700 26,457,200 29,604,700 30,070,300 29,146,782	57,692,000 121,762,000 114,790,000 122,041,114 96,148,611	5.56 4.60 3.88 4.08 3.30	169,272 344,280 261,191 180,533 133,579	5.87 5.65 4.55 2.96 2.78	1.63 1.30 0.88 0.60 0.46	1.49 1.41 1.30 1.21 1.99	7.2 15.2 18.7 19.9 22.3	87.0 66.7 66.4 68.4 73.2	5.8 18.1 14.9 11.7 4.5	33.9 34.6 35.5 34.7 39.5
30	Orange County Public Service Corp	1919 1918 1917	3,260,350 3,170,230 1,879,370	16,095,000 15,854,980 11,748,200	4.94 5.00 6.25	41,933 35,194 20,492	5.21 4.44 3.49	1.29 1.11 1.09	..... ..... .....	46.1 51.2 61.7	53.9 48.8 38.3	..... ..... .....	62.4 58.1 54.1
35	Albany Southern Railroad.....	1919 1918 1917 1916 1915	4,134,400 5,908,500 6,337,300 3,191,600 2,991,932	16,106,048 23,399,712 24,218,890 13,868,512 16,520,000	3.90 3.96 3.82 4.35 5.52	44,551 71,757 66,254 22,136 26,689	5.53 6.13 5.47 3.19 3.23	1.08 1.21 1.05 0.69 0.89	1.50 1.40	26.4 39.9 50.2 30.0 31.6	53.7 50.3 49.8 70.0 68.4	19.9 9.8	30.8 51.7 62.8 40.1 50.4
	Totals.....	1919 1918 1917 1916 1915	60,399,941 151,600,727 102,181,485 88,590,183 43,929,988	336,667,068 632,968,832 377,916,600 315,217,114 166,464,331	3.91 4.18 3.70 3.56 3.79	881,923 1,732,550 1,080,857 538,412 223,634	5.24 5.47 5.72 3.42 2.69	1.46 1.14 1.06 0.61 0.51	.........................	.........................	.........................	.........................	.........................

* Numbered in order of average pounds of coal used in 1919 per kilowatt hour generated as shown in column (I), the corporation showing the largest average consumption being given the number 1.
 † Evidently includes in some cases fuel used in keeping up steam in ocean plant while used only as a reserve source of power, and fuel used in Steam Heating department.
 ‡ Excludes 3080 kw., generated at stand-by station; no record was kept of the amount of coal used in generating this current.
 § Report covers period May 1 to December 31, 1917.

Comparison of cost of fuel for steam power used in generating electricity and pounds of coal used per kilowatt hour generated for years ended December 31, 1919, 1918, 1917, 1916, and 1915. The companies named have revenues over \$25,000 per annum, and the figures given are taken from their reports.

Rank in order of fuel used	Name of corporation	Year	Units of electricity generated by steam power	Coal used for steam power in generating electricity ¹	Av. lbs. of coal used per kw. h. generated	Fuel expense for steam power ¹	Av. fuel cost		Av. cost per kw. h. purchased	Per cent of total kw. h.			Ratio of fuel expense to production expense
							Per short ton coal used	Per kw. h. generated by steam		Generated by steam	Generated by water	Purchased	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
			Kw. hours	Pounds	Pounds	Dollars	Dollars	Cents	Cents	%	%	%	%
C. Corporations purchasing over 50 per cent of electricity sold:													
1	Lockport Light, Heat and Power....	1919	1,251,150	26,820,800	21,39	67,385	5.02	5.37	0.44	5.9	33.4	60.7	53.4
		1918	2,189,990	27,597,540	12.61	79,604	5.77	3.64	0.50	10.7	46.2	43.1	65.6
		1917	1,889,295	25,606,700	18.43	55,531	4.34	4.00	0.40	7.9	19.5	72.6	38.4
		1916	1,272,721	20,962,700	16.47	31,126	2.97	2.45	0.38	6.8	12.7	80.5	25.6
		1915	2,161,740	20,081,600	9.29	28,162	2.80	1.30	0.42	13.7	13.9	72.4	26.3
2	Suffolk Light, Heat and Power....	1919	113,220	1,752,000	15.47	5,654	6.45	4.99	2.76	9.5	.....	90.5	13.9
		1918	1,077,120	8,424,000	7.82	29,123	6.91	2.70	3.00	98.7	.....	1.3	61.5
		1917	1,009,150	8,598,000	8.52	25,434	5.92	2.52	.....	100.	.....	.....	64.1
		1916	911,095	7,772,000	8.53	16,849	4.34	1.85	.....	100.	.....	.....	57.4
		1915	675,048	5,952,000	8.82	10,041	3.87	1.49	.....	100.	.....	.....	52.6
8	Syracuse Lighting.....	1919	2,916,664	28,539,400	9.78	86,573	5.15	2.80	0.57	2.7	.....	97.3	10.5
		1918	6,249,332	41,279,100	6.61	123,305	5.23	1.86	0.58	5.5	.....	94.5	14.5
		1917	2,706,671	31,351,800	11.58	88,420	5.13	3.01	0.49	3.0	.....	97.0	13.8
		1916	1,477,705	71,672,100	4.98	118,862	3.50	0.80	0.49	20.0	.....	80.0	24.3
		1915	15,407,781	63,302,300	4.11	87,891	2.53	0.55	0.54	29.8	.....	70.2	23.8
10	Empire Gas and Electric.....	1919	3,165,405	30,566,000	9.66	77,236	5.05	2.44	0.74	9.5	0.7	89.8	21.5
		1918	2,980,290	34,277,000	11.61	123,212	5.33	3.09	0.75	12.3	0.3	87.4	31.2
		1917	6,016,185	37,174,000	11.17	149,663	4.46	2.49	0.80	21.3	0.5	78.2	39.0
		1916	9,762,522	75,942,000	7.78	106,394	2.80	1.09	0.73	39.0	0.4	60.6	40.1
		1915	3,733,611	27,148,000	7.27	82,801	2.42	0.88	0.63	33.6	.....	66.4	34.0
12	Dunkirk (municipal plant).....	1919	468,695	4,298,000	9.17	10,747	5.00	2.29	0.92	9.6	.....	90.4	13.1
		1918	2,269,300	12,516,000	5.52	35,725	5.71	1.57	1.00	54.1	.....	45.9	40.9
		1917	3,463,875	18,752,000	5.41	45,758	5.20	1.41	.....	100.	.....	.....	76.1
		1916	2,514,950	9,848,000	3.92	12,803	2.60	0.51	.....	100.	.....	.....	56.4
		1915	1,611,354	7,052,000	4.35	7,898	2.24	0.49	.....	100.	.....	.....	48.3

16	Peekskill Lighting and Railroad.....	1919 498,299	14,426,295	8.56	13,795	6.36	2.77	2.55	19.8	.....	80.4	22.4
		1918 562,479	14,522,413	10.06	14,253	9.55	2.52	2.50	22.5	.....	87.5	23.0
		1917 2,194,024	14,350,727	6.83	36,232	9.75	1.93	2.75	71.6	.....	28.4	48.9
		1916 2,546,030	14,117,205	2.98	19,921	3.45	0.93	2.75	96.5	.....	4.5	58.2
		1915 2,106,231	14,138,672	5.38	17,408	3.07	0.83	2.75	100.	.....	.....	53.7
17	Northern Westchester Lighting.....	1919 732,994	6,084,540	8.26	18,448	6.09	2.52	1.91	8.5	.....	91.5	10.1
		1918 526,116	4,513,860	8.65	12,253	4.43	2.33	1.87	6.1	.....	83.9	7.0
		1917 1,213,833	11,131,600	5.47	26,022	4.95	1.93	1.52	16.2	.....	91.8	20.0
		1916 3,710,244	21,453,840	5.79	33,417	3.11	0.90	1.55	62.4	.....	37.6	38.8
		1915 4,120,540	24,575,020	6.04	33,060	2.66	0.80	1.61	86.6	.....	13.4	84.6
18	Municipal Gas, Albany.....	1919 2,660,000	21,386,000	8.04	42,458	3.97	1.60	0.58	8.2	.....	91.8	16.2
		1918 9,461,000	24,260,000	2.56	77,958	9.43	0.82	0.96	26.8	.....	71.2	24.6
		1917 1,972,176	6,232,000	3.17	24,543	7.86	1.24	0.80	8.6	.....	91.4	10.2
19	Southern New York Power.....	1919 743,443	5,409,800	7.41	16,428	6.08	2.21	3.00	25.8	20.5	53.7	22.4
		1918 397,795	3,117,836	7.84	9,313	5.98	2.34	3.00	19.2	17.8	63.0	16.4
		1917 334,209	3,073,280	9.20	7,790	5.07	2.33	3.00	17.6	20.6	61.8	15.4
22	New York State Gas and El. Corp....	1919 1,310,272	8,406,740	6.42	22,461	5.34	1.71	1.96	25.0	13.9	61.1	19.9
		1918 1,671,255	11,616,180	6.95	32,354	5.57	1.94	2.05	34.1	3.1	62.8	23.2
28	Westchester Lighting.....	1919 3,650,623	18,450,000	5.06	46,216	5.00	1.27	1.00	6.8	.....	93.2	7.8
		1918 2,620,056	14,949,760	5.70	32,366	4.33	1.23	0.83	6.6	.....	93.4	49.4
		1917 2,760,016	17,474,240	6.33	27,914	3.19	1.01	0.81	0.1	.....	99.9	8.4
		1916 5,014,465	26,900,160	5.86	33,873	2.52	0.62	1.81	.....	.....	81.9	16.7
		1915 18,484,330	71,460,640	3.87	84,836	2.37	0.46	1.14	86.4	.....	14.6	47.6

* Numbered in order of average pounds of coal used in 1919 per kilowatt hour generated as shown in column (f), the corporation showing the largest average consumption being given the number "1." Evidently includes in some cases fuel used in keeping up steam in steam plant while used only as a reserve source of power, and the fuel used in Steam Heating department. ^a Average cost per ton of coal received during the year. ^b Includes 175,538 kw.h. generated by 172,240 gallons of fuel oil in 1919; 384,190 kw.h. generated by 284,667 gallons of fuel oil in 1918; 233,078 kw.h. generated by 152,840 gallons of fuel oil in 1917; 478,365 kw.h. generated by 218,038 gallons of fuel oil in 1916; and 476,529 kw.h. generated by 160,021 gallons of gas oil in 1915. ^c Includes coke as indicated, for the years specified: 8,496,000 lbs. in 1919; 7,464,000 lbs. in 1918; 8,118,000 lbs. in 1917; 8,236,000 lbs. in 1916; and 8,038,000 lbs. in 1915. ^d Represents the same proportion of coal used as the cost of fuel for steam assigned to the electric operations bears to the total cost of fuel consumed for both the Electric and Gas departments.

Comparison of cost of fuel for steam power used in generating electricity and pounds of coal used per kilowatt hour generated, for years ended December 31, 1919, 1918, 1917, 1916, and 1915. The companies named have revenues over \$25,000 per annum, and the figures given are taken from their reports.

# Rank in order of fuel used *	Name of corporation (b)	Year (c)	Units of electricity generated by steam power (d)	Coal used for steam power in generating electricity ¹ (e)	Av. lbs. of coal used per kw. h. generated (f)	Fuel expense for steam power ¹ (g)	Av. fuel cost		Per cent of total kw. h.						
							Per short ton coal used (h)	Per kw. h. generated by steam (i)	Gene- rated by steam (k)	Gene- rated by water (l)	Pur- chased (m)	Ratio of fuel expense to pro- duction expense (n)			
			Kw. hours	Pounds	Pounds	Dollars	Dollars	Cents	%	%	%	%	%	%	%
C. Corporations purchasing over 50 per cent of electricity sold (concluded):															
45	Niagara, Lockport and Ontario Pr....	1919	30,985,080	83,330,860	2.69	204,880	4.92	0.66	0.21	7.1	23.6	69.3	20.3		
		1918	85,493,825	222,841,941	2.61	536,501	4.81	0.63	0.25	15.7	22.0	62.3	33.9		
		1917	57,965,950	144,394,433	2.49	324,243	4.49	0.56	0.19	11.3	22.6	65.1	29.8		
		1916	18,239,150	50,508,339	2.77	74,741	2.96	0.41	0.21	4.3	26.9	65.8	10.2		
		1915	2,971,560	11,531,068	3.88	13,655	2.37	0.46	0.22	1.1	25.9	73.0	2.7		
47	Buffalo General Electric.....	1919	109,200,820	218,858,000	2.00	524,649	4.79	0.48	0.29	21.1	.....	78.9	25.9	
		1918	252,861,450	462,156,000	1.83	1,125,769	4.87	0.45	0.29	42.0	.....	58.0	47.7	
		1917	128,931,500	235,792,000	1.83	506,920	4.30	0.39	0.31	28.4	.....	71.6	30.9	
		1916	3,327,900	7,240,000	2.18	9,412	2.60	0.28	0.39	1.0	.....	99.0	10.7	
		1915	157,699,645	458,175,235	1.04	1,136,848	4.96	0.72	.....	.....	.....	.....	.....
Total.....		1919	364,756,563	844,328,110	2.32	2,112,817	5.00	0.58	.....	.....	.....	.....	.....
		1918	204,256,439	545,269,290	2.68	1,220,070	4.47	0.60	.....	.....	.....	.....	.....
		1917	57,395,082	281,069,864	4.92	421,023	2.98	0.72	.....	.....	.....	.....	.....
		1916	48,620,877	224,011,300	4.63	290,089	2.58	0.60	.....	.....	.....	.....	.....
		1915	386,269,118	1,069,705,503	2.77	3,516,226	6.57	0.91	.....	.....	.....	.....	.....
Grand total.....		1918	666,416,363	2,057,498,828	3.09	5,371,029	5.22	0.81	.....	.....	.....	.....	.....
		1917	451,622,088	1,478,151,030	3.28	3,549,838	4.80	0.79	.....	.....	.....	.....	.....
		1916	276,316,861	1,069,474,778	3.87	1,647,853	3.06	0.60	.....	.....	.....	.....	.....
		1915	199,933,360	817,772,680	4.10	1,081,725	2.64	0.54	.....	.....	.....	.....	.....

* Numbered in order of average pounds of coal used in 1919 per kilowatt hour generated as shown in column (f), the corporations showing the largest average consumption being given the number "1." ¹ Evidently includes in some cases fuel used in keeping up steam in steam plant while used only as a reserve source of power, and fuel used in Steam Heating department.

APPENDIX C

ACCIDENTS, STEAM RAILROADS, YEAR ENDED JUNE 30, 1920.

[111]

PERSONAL INJURIES received while on or about trains, but not resulting from an accident to a train.

Kind	Num- ber	Passengers		Persons carried under contract		Employees		Trespassers		Non- trespassers		Totals	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Falling from engines, trains, or cars.	208	3	5	.....	1	24	168	2	1	2	.....	31	177
Getting on or off trains in motion.	228	2	35	.....	3	2	158	8	16	4	.....	12	216
Getting on or off trains not in motion.	118	.....	60	.....	.....	.....	39	.....	.....	1	.....	.....	120
Injured while getting on and off trains by turning aside, etc.	96	.....	7	.....	.....	.....	89	.....	.....	.....	.....	.....	96
Coming in contact with overhead bridges, wires, etc.	16	.....	.....	.....	.....	3	12	1	.....	.....	.....	4	12
Coming in contact with signal poles, water cranes, coal stations, or other fixed objects adjacent to the tracks.	40	.....	.....	.....	.....	4	34	.....	1	1	.....	5	35
Coming in contact with switchstands or interlocking appliances.	12	.....	.....	.....	.....	.....	12	.....	.....	.....	.....	.....	12
Coming in contact with misplaced parts of passing cars or cars not into clear.	7	.....	.....	.....	.....	1	6	.....	.....	.....	.....	1	6
Coming in contact with cars, etc., on adjacent tracks in proper position.	29	.....	.....	.....	.....	2	27	.....	.....	.....	.....	2	27
Coming in contact with broken or misplaced portions of cars on adjacent tracks.	9	.....	.....	.....	.....	.....	9	.....	.....	.....	.....	.....	9
Coming in contact with objects adjacent to tracks.	10	.....	.....	.....	.....	.....	10	.....	.....	.....	.....	.....	10
Coming in contact with objects because of putting heads or arms out of windows.	9	.....	1	.....	.....	1	7	.....	.....	.....	.....	1	8
Injured by missiles thrown through windows.	6	.....	3	.....	.....	.....	3	.....	.....	.....	.....	.....	6
Injured by windows falling.	15	.....	13	.....	.....	.....	2	.....	.....	.....	.....	.....	15
Parcels, bags, etc., falling out of rack.	11	.....	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
Falling over bags, suit-cases, etc., placed in racks.	6	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
Injured by doors closing on fingers, etc., passenger cars.	39	.....	28	.....	.....	.....	11	.....	.....	.....	.....	.....	39
Injured by doors closing on fingers, etc., freight cars.	13	.....	.....	.....	3	.....	10	.....	.....	.....	.....	.....	13
Injured while coupling or uncoupling cars.	99	.....	.....	.....	.....	4	95	.....	.....	.....	.....	4	95
Caught between cars, buffer plates, couplings, etc.	35	.....	1	.....	.....	4	22	1	4	1	2	6	29
Minor injuries to employees from handling equipment where no defect in equipment existed.	554	.....	.....	.....	.....	.....	554	.....	.....	.....	.....	.....	554
Resulting from setting or releasing hand-brakes, no defect in equipment.	62	.....	.....	.....	.....	.....	62	.....	.....	.....	.....	.....	62

Resulting from an emergency application of the brakes.....	14 19	1	2 1	..... 1	13 19	..........	..........	..........	..........	..........	..........
Injured on account of train parting.....	72	21	1	.....	52	.....	.....	.....	.....	.....	.....
Resulting from heavy service application of air-brakes.....	51 13	..... .....	..... .....	..... .....	45 1	..........	..........	..........	..........	..........	..........
Resulting from taking up or letting out slack.....	72	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thrown in passenger cars account sudden lurch.....	13	12	.....	.....	.....	.....	.....	.....	.....	.....	.....
Falling out of berth in sleeping car.....	5	5	.....	.....	.....	.....	.....	.....	.....	.....	.....
Resulting from rough handling of cars.....	93	5	.....	.....	.....	.....	.....	.....	.....	.....	.....
Resulting from loads shifting.....	16	.....	4	.....	70 9	..........	..........	..........	..........	..........	..........
Falling on top of cars due to physical condition of same.....	10	.....	.....	.....	10	.....	.....	.....	.....	.....	.....
Slipping or falling on deck of engine.....	9	.....	.....	.....	9	.....	.....	.....	.....	.....	.....
Handling freight.....	30	.....	1	.....	30	.....	.....	.....	.....	.....	.....
Other miscellaneous injuries.....	28	15	2	1	6	.....	.....	.....	.....	.....	.....
Totals.....	1,980	5	24	47	1,614	15	31	4	22	71	1,924

PERSONAL INJURIES received while on track or adjacent thereto, either from contact with train or other causes.

Kind	Num- ber	Passengers		Persons carried under contract		Employees		Trespassers		Non- trespassers		Totals	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Struck while on track by train.....	278	3	2	.....	.....	65	81	50	37	19	17	137	187
Suicide.....	4	.....	.....	.....	.....	3	5	4	.....	.....	.....	4	.....
Alighting from train directly in front of another.....	8	.....	.....	.....	.....	8	.....	.....	.....	.....	.....	3	5
Found dead on track, definite cause unknown.....	21	.....	.....	.....	.....	.....	.....	12	.....	1	.....	21	.....
Found injured on track, definite cause unknown.....	9	.....	.....	.....	.....	.....	.....	.....	6	.....	.....	.....	9
Pedestrians at unprotected highway crossings.....	10	.....	.....	.....	.....	.....	1	.....	.....	4	5	4	6
Pedestrians at highway grade crossings pro- tected by flagmen.....	13	.....	.....	.....	.....	2	2	.....	.....	3	6	5	8
Pedestrians at highway grade crossings pro- tected by gates.....	17	.....	.....	.....	.....	.....	.....	5	7	1	6	6	13
Vehicles at unprotected highway grade crossings.....	163	.....	.....	.....	.....	.....	1	.....	.....	26	134	26	135
Vehicles at highway grade crossings protected by bells.....	63	.....	.....	.....	.....	.....	.....	.....	.....	26	44	26	44
Vehicles at highway grade crossings protected by flagmen.....	56	.....	.....	.....	.....	.....	1	.....	.....	14	61	14	62
Vehicles at highway grade crossings protected by gates.....	23	.....	.....	.....	.....	.....	.....	1	.....	1	10	2	10
Resulting from vehicles running into sides of trains.....	67	.....	.....	.....	.....	.....	2	.....	3	11	36	11	41
Coming in contact with crossing gates.....	21	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	.....	5
Resulting from catching foot in switches or ac- cessories.....	4	.....	.....	.....	.....	.....	4	.....	.....	.....	.....	.....	4
Resulting from catching foot in track appliances.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Stumbling over rails or ties in track.....	17	.....	1	.....	.....	.....	16	.....	.....	.....	.....	.....	17
Stumbling over rails or ties not in track but adjacent thereto.....	8	.....	.....	.....	.....	.....	8	.....	.....	.....	.....	.....	8
Slipping on ice, etc., on station platform, stairs, etc.....	11	.....	1	.....	.....	.....	10	.....	.....	.....	.....	.....	11
Slipping on ice, etc., on track, bridges, etc.....	46	.....	.....	.....	.....	.....	46	.....	.....	.....	.....	.....	46
Walking into turntable or engine pits.....	10	.....	.....	.....	.....	.....	10	.....	.....	.....	.....	.....	10
Coal, etc., falling from trains.....	14	.....	.....	.....	.....	1	11	.....	1	.....	1	1	13
Mail pouch thrown from passing trains.....	3	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	3
Struck while standing on platform too close to track.....	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Struck by open or loose car doors.....	6	.....	.....	.....	.....	.....	6	.....	.....	.....	.....	.....	6
Caught under cars while repairing them.....	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
Squeezed between cars and adjacent buildings.....	3	.....	.....	.....	.....	2	4	.....	.....	1	.....	1	3

	5	60	14	1	4	60	12	4	60	15	5
Handling freight, tools, or track materials.....											
Injured while throwing switch.....											
Other miscellaneous accidents.....											
Totals.....	965	4	7	81	290	72	55	108	330	265	682

DERAILMENTS to passenger trains.

	1	15	6	2	23
Broken rails, main track.....	5				23
Broken rails, yard or sidetracks.....	2				
Broken surface main track.....	6				
Rails springing, main track.....	2	3			
Open switches.....	2		1		
Spikes or derail thrown under train.....	8		5	2	
Switch improperly adjusted or locked.....	10				
Switch having been run through.....	1				
Defective frog.....	1				
Defective switch.....	5				
Defective track appliances.....	1				
Sharp flanges.....	6				
Switch set wrong; failure to observe position.....	2				
Too sharp curvature.....	1				
Trucks too stiff or failure of trucks to curve.....	9				
Running off derails, failure to observe position.....	1				
Running off derails, failure to begin to stop early enough.....	1				
Defective or broken locomotive brakes.....	4				
Defective or broken locomotive machinery.....	2				
Defective or broken locomotive trucks.....	10				
Defective or broken locomotive wheels.....	15				
Hot or defective locomotive journals.....	4				
Defective or broken locomotive axles.....	1				
Defective or broken passenger-car trucks.....	4				
Defective or broken passenger-car wheels.....	10	3			
Hot or defective passenger-car journals.....	6				
Defective or broken passenger-car axles.....	2				
Defective or broken passenger-car brake equipment.....	1				
Running off dead ends or into bumping blocks.....	1				
Foreign matter or snow and ice on tracks.....	18				
Excessive speed.....	7				
Unknown or unascertainable causes.....	17	7			
Other miscellaneous accidents.....	2				
Totals.....	174	1	15	6	2
					23

DERAILMENTS to freight trains.

Kind	Num- ber	Passengers		Persons carried under contract		Employees		Trespassers		Non- trespassers		Totals	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Broken rails, main track.....	19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Broken rails, yard or sidetracks.....	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Poor alignment, main track.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Poor surface, main track.....	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Poor surface, yard or sidetracks.....	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rails spreading, main track.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rails spreading, yard or sidetracks.....	29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Track out of gauge, main track.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Track out of gauge, yard or sidetracks.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Open switches.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Switch or derail thrown under trains.....	19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Switch improperly adjusted or locked.....	23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Switch having been run through.....	33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective frog.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective switch.....	17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other defective or broken track appliances.....	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sharp flange.....	28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Switch set wrong, failure to observe position.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Too sharp curvature.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trucks too stiff, or failure of trucks to curve.....	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Car lifted by adjacent car or locomotive.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rolling of car or engine.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Load shifting or eccentric.....	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Running off derails, failure to observe position.....	13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Running off derails, failure to observe signal governing.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Running off derails, failure of brakes to hold.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Running off derails, failure to begin to stop early enough.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective or broken locomotive brake equipment.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective or broken locomotive machinery.....	17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective or broken locomotive trucks.....	13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective or broken locomotive draft rigging.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective or broken locomotive wheels.....	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective or hot locomotive journals.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective or broken locomotive axles.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective or broken freight-car brakes.....	217	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Old or weak car bodies.....	37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

217	Defective or broken freight-car trucks.....	1	9	2	10	55	1	4	11	71
166	Defective or broken freight-car draft rigging.....	1	1	1	2	3	1	3	2	1
187	Defective or broken freight-car wheels.....	1	1	1	1	2	1	1	1	6
187	Defective or hot freight-car journals.....	1	1	1	1	3	1	1	1	3
7	Defective or broken freight-car axles.....	1	1	1	1	3	1	1	1	3
28	Running off dead ends or into bumping blocks.....	1	1	1	1	18	1	1	1	18
110	Foreign matter or snow and ice on tracks.....	1	1	1	3	3	1	1	1	3
31	Emergency or heavy application of air-brakes.....	1	1	1	1	1	1	1	1	1
9	Buckling of trains or slack running in.....	1	1	1	1	1	1	1	1	1
1	Rough handling or switching.....	1	1	1	1	1	1	1	1	1
5	Excessive speed.....	1	1	1	1	1	1	1	1	1
1	Apparent malicious tampering.....	1	1	1	1	1	1	1	1	1
30	Unknown or unascertainable causes.....	1	1	1	1	1	1	1	1	1
19	Other miscellaneous accidents.....	1	1	1	1	1	1	1	1	1
1,504	Totals.....	1	9	2	10	55	1	4	11	71

BUTTING COLLISIONS between passenger trains.

1	Breaking in two, cars running back and colliding with cars behind.....	1	1	1	1	1	1	1	1	1
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BUTTING COLLISIONS between passenger trains and freight trains.

2	Switches misplaced or incorrectly set.....	2	28	3	3	3	1	1	1	31
1	Short or improper flagging.....	1	1	1	1	1	1	1	1	1
1	Failure to observe train account of smoke, steam, fog, etc.....	1	1	1	1	1	1	1	1	1
1	Careless running.....	1	1	1	1	1	1	1	1	1
5	Totals.....	5	29	11	11	11	1	1	1	40

BUTTING COLLISIONS between freight trains.

2	Disobedience of orders.....	2	3	3	3	3	1	1	1	3
1	Disobedience of signals.....	1	1	1	1	1	1	1	1	1
1	Misunderstanding signals.....	1	1	1	1	1	1	1	1	1
6	Short or improper flagging.....	6	1	1	1	1	1	1	1	1
1	Failure to observe train account of smoke, fog, snow, etc.....	1	1	1	1	1	1	1	1	1
9	Careless running.....	9	12	12	12	12	12	12	12	12
1	Breaking in two and coming together again.....	1	1	1	1	1	1	1	1	1
21	Totals.....	21	16	16	16	16	16	16	16	16

REAR-END COLLISIONS between passenger trains.

Kind	Num- ber	Passengers		Persons carried under contract		Employees		Trespassers		Non- trespassers		Totals	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Disobedience of signals.....	1	8	170	.....	5	3	2	.....	1	.....	1	12	178
Other miscellaneous accidents.....	2	8	170	.....	5	3	2	1	.....	.....	1	12	178
Totals.....													

REAR-END COLLISIONS between passenger and freight trains.

Disobedience of signals.....	3	14	32	.....	4	3	2	.....	.....	.....	.....	17	38
Lack of proper protection.....	2	.....	106	.....	.....	.....	1	.....	.....	.....	.....	.....	107
Failure to observe train account of smoke, fog, snow, etc.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Careless running.....	3	.....	3	.....	.....	1	.....	.....	.....	.....	.....	1	3
Failure to set hand-brakes.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	10	14	141	.....	4	4	3	.....	.....	.....	.....	18	148

REAR-END COLLISIONS between freight trains.

Disobedience of signals.....	4	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Improper signal displayed or incorrect instruc- tion given.....	2	.....	1	.....	.....	1	.....	.....	.....	.....	.....	2	.....
Switch misplaced or incorrectly set.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Short or improper flagging.....	15	.....	.....	.....	.....	1	5	.....	.....	.....	1	.....	5
Failure to observe train account of snow, fog, steam, etc.....	2	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Moving without authority or signal.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Careless running.....	37	.....	4	.....	.....	6	11	.....	.....	.....	.....	6	15
Breaking in two and coming together again.....	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other miscellaneous accidents.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Totals.....	65	.....	4	1	.....	8	19	.....	.....	.....	.....	9	23

SIDE COLLISIONS between passenger trains.

Disobedience of signals.....	1
------------------------------	---	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------

COLLISIONS with movable objects on wheels adjacent to tracks.

Kind	Num- ber	Passengers		Persons carried under contract		Employees		Trespassers		Non- trespassers		Totals	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Vehicles standing too close to track.	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Baggage trucks, etc., not into clear.	2	.....	.....	.....	.....	.....	2	.....	.....	.....	2	.....	2
Totals.....	3	.....	.....	.....	.....	.....	2	.....	.....	.....	2	.....	4

SWITCHING COLLISIONS between passenger and freight trains.

Failure of hand-brakes to hold.	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Cars pushed heavily into others or shoved against bumping posts.	1	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Totals.....	2	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	4

SWITCHING COLLISIONS between freight trains.

Switch set wrong.	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Misunderstanding signals or wrong signals given.	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lack of proper protection.	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Failure to observe train account of smoke, fog, snow, etc.	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Moving without authority or signal.	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Careless running.	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Failure of hand-brakes to hold.	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Failure to set hand-brakes.	4	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Cars pushed heavily into others or shoved against bumping posts.	80	.....	.....	.....	1	.....	2	.....	.....	.....	.....	.....	3
Cars colliding while being humped or switched hard into other cars.	35	.....	.....	.....	.....	.....	4	.....	.....	.....	6	.....	10
Cars, etc., not into clear.	1	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Totals.....	135	.....	.....	.....	1	.....	9	.....	.....	.....	6	.....	16

COLLISIONS with hand-cars.

Various causes such as failure to notice ap- proach of trains.	13	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	3
Totals.....	13	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	8

ACCIDENTS to equipment not involving derailments or collisions.

Kind	Num- ber	Passengers		Persons carried under contract		Employees		Trespassers		Non- trespassers		Totals	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
<i>Locomotives:</i>													
Flues bursting.....	5	.....	.....	.....	.....	.....	6	.....	.....	.....	.....	.....	6
Steam pipe connections broken or coming loose.....	2	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Injector pipe bursting.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Collar on injector pipe blowing off.....	3	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	3
Crown sheets dropping due to low water.....	8	.....	.....	.....	4	.....	5	.....	.....	.....	.....	.....	5
Pistons blowing out.....	2	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Slide rods, pins, or crossheads.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other machinery.....	3	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Draught rigging.....	2	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Wheels.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Broken tire.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Axles.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Totals.....	36	.....	.....	.....	4	.....	22	.....	.....	.....	.....	4	22
<i>Passenger cars:</i>													
Miscellaneous air-brake accidents.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Steps.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	2	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	2
<i>Freight cars:</i>													
Air hose bursting.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective triple valves.....	2	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Brake studs breaking or giving way.....	2	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Brake pipes breaking or bursting.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brake platforms giving way.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Grab-irons, lag screws, etc., giving way.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Grab-irons breaking or missing.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Trucks.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Center pin broken or off center.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Draught rigging.....	10	.....	.....	.....	2	.....	5	.....	.....	.....	.....	.....	5
Tread broken.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Old or weak car bodies.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	27	.....	.....	.....	2	.....	13	.....	.....	.....	.....	2	13
<i>Other miscellaneous accidents:</i>													
Other miscellaneous accidents.....	27	.....	.....	.....	1	.....	18	.....	.....	.....	.....	4	25

APPENDIX D

**BROKEN RAILS REPORTED FOR STEAM RAILROADS FOR THE YEARS
JULY 1, 1918, TO JUNE 30, 1919, AND JULY 1, 1919, TO
JUNE 30, 1920.**

BROKEN RAILS reported for steam railroads for the years July 1, 1918, to June 30, 1919, and July 1, 1919, to June 30, 1920.

Railroad	July		August		September		October		November		December		January		February		March		April		May		June		Totals	
	1918	1919	1918	1919	1918	1919	1918	1919	1918	1919	1918	1919	1918	1919	1918	1919	1918	1919	1918	1919	1918	1919	1918	1919	1918-19	1919-20
Boston and Albany.....	1	2	4	1	1	2	3	1	3	3	2	3	8	1	1	2	2	2	2	2	2	2	2	6	23	
Boston and Maine.....	4	1	3	1	1	13	4	30	6	16	4	8	6	1	2	3	1	1	1	1	1	1	1	16	13	
Buffalo, Rochester and Pittsburgh.....	2	1	2	1	3	3	2	1	5	3	2	4	23	1	10	3	56	3	6	3	6	9	6	32	179	
Central New England.....	1	1	1	1	1	1	1	1	1	1	1	1	31	2	2	2	2	2	2	2	3	2	2	26	48	
Central New York Southern.....	27	46	31	80	61	41	31	23	30	34	14	33	32	54	22	95	28	79	39	56	29	10	26	46	370	597
Delaware and Hudson.....	48	41	59	37	52	55	46	79	51	67	57	56	54	60	53	49	67	37	63	30	36	20	42	574	681	
Delaware, Lackawanna and Western.....	3	1	4	1	3	5	3	4	6	2	3	2	8	3	2	1	15	1	5	1	5	1	1	32	68	
Delaware and Northern.....	43	17	34	12	36	35	44	28	49	40	56	60	50	63	33	109	31	171	18	51	14	26	13	421	625	
Erie.....	3	1	4	1	3	5	3	4	6	2	3	2	8	3	2	1	15	1	5	1	5	1	1	32	68	
Fonda, Johnstown and Gloversville.....	3	1	4	1	3	5	3	4	6	2	3	2	8	3	2	1	15	1	5	1	5	1	1	32	68	
Grand Trunk.....	3	1	4	1	3	5	3	4	6	2	3	2	8	3	2	1	15	1	5	1	5	1	1	32	68	
Greenwich and Johnsonville.....	2	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8	1	
Lehigh and Hudson River.....	2	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8	1	
Lehigh Valley.....	11	8	9	11	5	11	12	6	20	14	17	4	15	5	20	8	20	11	7	2	10	3	2	83	155	
Long Island.....	5	2	5	4	6	2	2	1	6	8	4	7	11	11	4	13	8	9	6	3	8	2	9	76	70	
New York Central.....	37	7	20	24	32	17	53	39	69	474	206	65	77	107	179	105	60	69	39	28	25	24	13	30	810	989
New York, Chicago and St. Louis.....	2	2	1	3	3	3	2	2	3	4	1	4	3	4	7	11	3	6	11	3	3	2	1	16	30	
New York, New Haven and Hartford.....	3	2	4	3	4	3	3	2	3	4	8	5	5	5	3	16	6	9	4	1	1	2	2	1	33	55
New York, Ontario and Western.....	5	4	4	6	6	10	9	6	17	9	25	24	13	87	5	7	8	12	8	7	8	1	2	6	110	179
Pennsylvania.....	11	28	8	20	16	11	7	30	28	36	89	29	75	20	42	45	30	25	39	13	14	4	11	5	370	206
Pittsburg, Shawmut and Northern.....	9	5	7	13	8	5	17	9	11	8	12	24	29	7	24	18	18	52	15	19	12	13	4	12	166	185
Rutland.....	3	2	1	1	1	2	2	2	2	2	3	4	6	29	2	38	3	16	2	7	1	1	2	8	104	178
Ulster and Delaware.....	1	4	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16	78
Totals.....	210	178	197	215	246	208	241	271	298	738	495	387	370	535	392	531	284	665	236	291	146	157	103	195	3,218	4,371

APPENDIX E

INSPECTIONS OF GAS AND RESULTS OF TESTS FOR ELEVEN
MONTHS ENDED NOVEMBER 30, 1920.

TABLE I: For plants where daily tests of heating power are made by the corporation and checked at intervals by the Commission. Showing average heating power, variations, and deficiencies. It is required that the monthly average shall be not less than five hundred and eighty-five (585) British thermal units per cubic foot, and that the heating power shall not be more than 5 per cent below that value for any three successive days.

Place of test	Average B. t. u.	Range of daily average B. t. u.		Range of monthly average B. t. u.		Deficiencies	
		Highest day	Lowest day	Highest month	Lowest month	Number of months deficient on average heating power	Number of times below 585 B. t. u. for three successive days
Albany.....	583	611	537	587	564	5	3
Amsterdam.....	581	600	523	587	568	6	0
Bay Shore.....	579	607	521	590	573	8	7
Binghamton.....	577	617	498	589	533	4	14
Buffalo.....	612	668	533	637	588	0	0
Canandaigua.....	582	626	386	590	474	7	56
Cohoes.....	594	679	512	615	586	0	2
Cortland.....	582	664	549	588	564	6	0
Fulton.....	577	692	496	602	540	5	16
Geneva.....	546	615	459	570	516	11	46
Glen Cove.....	586	679	529	600	569	2	0
Glen Falls.....	577	683	459	607	539	8	12
Gloversville.....	572	612	527	585	560	10	1
Hempstead.....	573	621	505	594	532	7	18
Hudson.....	590	636	562	597	586	0	0
Huntington.....	586	607	570	588	585	0	0
Ithaca.....	581	625	535	588	557	9	0
Kingston.....	584	652	479	588	569	3	1
Lockport.....	579	646	536	593	567	7	1
Middletown.....	599	702	500	623	547	2	2
Mount Vernon.....	589	608	573	593	586	0	0
Newburgh.....	582	659	496	589	561	5	3
Niagara Falls.....	569	650	431	592	509	8	22
Norwich.....	586	660	545	595	581	4	0
Nyack.....	594	628	557	598	587	0	0
Ogdensburg.....	586	655	510	608	563	5	2
Oneida.....	573	698	502	594	556	9	9
Oneonta.....	594	658	540	618	585	0	0
Ossining.....	587	633	568	591	585	0	0
Oswego.....	589	649	550	602	581	5	0
Peekskill.....	592	620	575	597	588	0	0
Plattsburgh.....	632	720	525	654	595	0	0
Port Jervis.....	594	682	533	611	585	2	0
Poughkeepsie.....	586	613	552	591	582	0	0
Rochester.....	580	601	507	589	532	2	11
Rome.....	594	660	519	608	576	2	1
Sag Harbor.....	581	665	534	590	570	7	2
Saratoga Springs.....	579	681	509	589	562	0	1
Schenectady.....	586	614	561	591	585	0	0
Syracuse.....	583	609	538	587	557	2	5
Tarrytown.....	587	609	547	589	585	0	0
Tonawanda.....	553	601	497	571	524	3	0
Troy.....	586	626	553	594	578	5	0
Utica.....	585	620	536	596	570	5	0
Watertown.....	600	650	549	616	588	0	0
Waverly.....	589	633	550	601	575	3	0
White Plains.....	590	613	535	596	585	0	0
Yonkers.....	593	614	555	598	589	0	0

TABLE II: For plants of small size which are not required to make daily tests but where the heating power is inspected from time to time by the Commission. Showing the number of tests made since change to heating power standard, and a summary of the results. It is required that the average heating power shall be not less than five hundred and eighty-five (585) British thermal units per cubic foot.

Place of test	Number of tests	Heating power (B. t. u.)			Number of tests showing less than 585 B. t. u.
		Maximum	Minimum	Average	
Albion.....	6	653	618	632	0
Bath.....	6	621	541	586	2
Beacon.....	10	582	507	562	10
Brockport.....	6	591	505	549	4
Canastota.....	7	602	486	553	6
Catakill.....	7	681	624	653	0
Clifton Springs.....	6	674	593	632	0
Corning.....	7	631	591	613	0
Dansville.....	7	674	543	616	1
Genesee.....	3	648	588	622	0
Granville.....	6	671	528	611	1
Haverstraw.....	7	684	539	603	3
Malone.....	6	609	544	578	3
Mechanicville.....	6	639	561	587	3
Owego.....	6	591	537	564	5
Penn Yan.....	6	588	474	542	5
Rensselaer.....	7	600	528	562	6
Saranac Lake.....	6	603	522	559	5
Saugerties.....	7	673	611	627	0
Suffern.....	6	579	534	562	6

TABLE III: Showing the number of tests made in each locality with respect to each of the factors shown, the number of deficiencies found, and a summary of the pressures obtaining at time of tests. The established standards prescribe a maximum of 30 grains of sulphur compounds and 10 grains of ammonia per 100 cubic feet of gas, and prohibit the presence of hydrogen sulphide.

Place of test	Number of tests for sulphur	Number of tests showing excessive sulphur	Number of tests for ammonia, hydrogen sulphide, and pressure	Number of tests showing excessive ammonia	Number of tests showing presence of hydrogen sulphide	Pressure in inches of water		
						Highest	Lowest	Average
Albany.....	2	0	7	0	5	6.0	4.6	5.1
Albion.....	3	0	6	1	0	3.2	2.8	3.0
Amsterdam.....	3	0	8	0	1	4.0	3.0	3.2
Bath.....	2	0	6	0	5	4.5	2.6	3.7
Bay Shore.....	3	0	8	0	3	4.2	4.0	4.1
Beacon.....	4	0	10	0	3	4.0	2.6	3.4
Binghamton.....	5	0	7	0	1	4.2	3.6	3.9
Brockport.....	5	0	7	0	0	6.0	4.0	4.8
Buffalo.....	4	0	8	0	0	3.8	3.2	3.5
Canandaigua.....	3	0	7	0	5	5.6	4.8	5.0
Canastota.....	1	0	7	0	0	4.2	2.3	3.6
Catskill.....	3	0	7	0	3	3.8	3.4	3.5
Clifton Springs.....	1	0	6	0	5	4.0	2.5	3.3
Cohoes.....	5	0	8	0	1	4.6	2.7	3.4
Corning.....	4	0	7	0	1	2.6	2.5	2.6
Cortland.....	3	0	5	0	0	3.8	3.0	3.4
Dansville.....	4	0	7	0	0	4.2	3.2	3.5
Fulton.....	5	0	9	0	3	5.0	3.0	3.5
Geneseo.....	2	0	3	0	0	4.0	3.5	3.6
Geneva.....	3	0	7	0	5	4.0	3.5	3.9
Glen Cove.....	4	0	9	0	3	5.1	4.0	4.9
Glens Falls.....	4	1	10	0	0	5.0	3.4	4.4
Gloversville.....	3	0	9	0	6	5.5	3.3	4.6
Granville.....	1	0	6	0	5	2.8	2.6	2.7
Haverstraw.....	2	0	7	0	1	3.7	1.8	3.0
Hempstead.....	3	0	7	0	5	5.4	3.4	4.1
Hudson.....	4	0	7	0	2	4.0	3.3	3.7
Huntington.....	3	0	7	0	2	3.6	3.2	3.4
Ithaca.....	5	0	7	0	1	5.6	3.6	4.2
Kingston.....	3	0	8	0	1	6.0	5.5	5.8
Lockport.....	6	0	8	0	1	7.0	2.0	5.5
Malone.....	1	0	6	0	3	3.6	3.4	3.5
Mechanicville.....	5	0	7	0	5	3.3	2.8	3.2
Middletown.....	3	0	7	0	2	5.0	4.3	4.6
Mount Vernon.....	1	0	8	0	1	3.1	3.0	3.1
Newburgh.....	4	0	8	0	4	4.7	3.7	4.2
Niagara Falls.....	3	0	7	0	2	3.7	1.6	2.6
Norwich.....	3	0	6	0	0	5.8	4.1	4.5
Nyack.....	1	0	6	0	0	3.4	3.0	3.2
Ogdensburg.....	1	0	6	0	0	3.1	3.0	3.0
Oneida.....	3	0	7	0	1	4.0	3.0	3.3
Oneonta.....	3	0	6	0	4	4.5	3.2	3.9
Ossining.....	2	0	9	0	3	3.4	2.9	3.1
Oswego.....	4	0	8	0	3	4.6	3.0	4.1
Owego.....	3	0	6	0	0	3.6	3.5	3.6
Peekskill.....	5	1	8	0	2	3.7	3.1	3.4
Penn Yan.....	3	0	6	0	0	3.0	2.9	3.0
Plattsburgh.....	1	0	6	0	4	3.5	3.1	3.3
Port Jervis.....	4	0	7	0	1	3.7	3.0	3.4
Poughkeepsie.....	3	0	7	0	0	7.0	5.6	6.1
Rensselaer.....	3	0	7	0	4	4.6	3.7	4.1
Rochester.....	9	0	11	0	5	5.6	3.5	4.1
Rome.....	2	0	7	0	4	4.5	4.0	4.2
Sag Harbor.....	2	0	6	0	2	3.7	3.2	3.3
Saratoga Springs.....	5	0	7	0	1	4.6	3.6	4.3
Saranac Lake.....	1	0	6	0	5	6.2	3.2	4.8
Saugerties.....	5	0	7	0	0	5.2	3.0	4.0
Schenectady.....	3	0	7	0	0	6.5	5.2	5.8
Suffern.....	3	0	6	0	4	3.4	2.9	3.1
Syracuse.....	5	0	8	0	6	5.6	4.0	4.8
Tarrytown.....	3	0	8	0	0	4.0	4.0	4.0
Tonawanda.....	6	0	7	0	2	6.5	4.5	5.2
Troy.....	3	0	6	0	0	4.0	2.8	3.4
Utica.....	3	0	8	0	4	6.7	4.5	5.2
Watertown.....	1	1	6	0	3	5.0	3.4	4.1
Waverly.....	5	0	7	0	1	4.5	3.0	3.4
White Plains.....	2	0	7	0	2	5.4	3.8	4.7
Yonkers.....	2	0	7	0	1	8.9	3.2	3.5

TABLE IV: Showing the kind of gas furnished in each municipality, and a summary of the tests made for sulphur and ammonia.

Place of test	Kind of gas	Gr. per 100 cu. ft. of gas			
		Sulphur		Ammonia	
		Highest	Lowest	Highest	Lowest
Albany.....	Water.....	**	**	*	*
Albion.....	Coal.....	**	**	33.0	*
Amsterdam.....	Mixed.....	**	**	*	*
Bath.....	Water.....	**	**	*	*
Bay Shore.....	Water.....	**	**	*	*
Beacon.....	Water.....	**	**	*	*
Binghamton.....	Water.....	**	**	*	*
Brockport.....	Coal.....	**	**	*	*
Buffalo.....	Mixed.....	**	**	*	*
Canandaigua.....	Coal.....	**	**	*	*
Canastota.....	Coal.....	**	**	*	*
Catakill.....	Coal.....	**	**	*	*
Clifton Springs.....	Water.....	**	**	*	*
Cohoes.....	Water.....	**	**	*	*
Corning.....	Water.....	**	**	*	*
Cortland.....	Coal.....	**	**	*	*
Dansville.....	Water.....	**	**	*	*
Fulton.....	Mixed.....	**	**	*	*
Geneseo.....	Coal.....	**	**	*	*
Geneva.....	Coal.....	**	**	*	*
Glen Cove.....	Water.....	**	**	*	*
Glen Falls.....	Coal.....	31.5	**	*	*
Gloversville.....	Water.....	**	**	*	*
Granville.....	Water.....	**	**	*	*
Haverstraw.....	Water.....	**	**	*	*
Hempstead.....	Water.....	**	**	*	*
Hudson.....	Water.....	**	**	*	*
Huntington.....	Water.....	**	**	*	*
Ithaca.....	Mixed.....	**	**	*	*
Kingston.....	Mixed.....	**	**	*	*
Lockport.....	Mixed.....	**	**	*	*
Maldone.....	Coal.....	**	**	*	*
Mechanicville.....	Water.....	**	**	*	*
Middletown.....	Water.....	**	**	*	*
Mount Vernon.....	Water.....	**	**	*	*
Newburgh.....	Water.....	**	**	*	*
Niagara Falls.....	Coal.....	**	**	*	*
Norwich.....	Water.....	**	**	*	*
Nyack.....	Water.....	**	**	*	*
Ogdensburg.....	Coal.....	**	**	2.2	*
Oneida.....	Coal.....	**	**	7.1	*
Oneonta.....	Water.....	**	**	*	*
Ossining.....	Water.....	**	**	*	*
Oswego.....	Coal.....	**	**	*	*
Owego.....	Coal.....	**	**	1.6	*
Peekskill.....	Water.....	31.2	**	*	*
Penn Yan.....	Coal.....	**	**	1.6	*
Plattsburgh.....	Water.....	**	**	*	*
Port Jervis.....	Water.....	**	**	*	*
Poughkeepsie.....	Water.....	**	**	*	*
Rensselaer.....	Water.....	**	**	*	*
Rochester.....	Mixed.....	**	**	*	*
Rome.....	Mixed.....	**	**	*	*
Sag Harbor.....	Coal.....	**	**	*	*
Saranac Lake.....	Water.....	**	**	*	*
Saratoga Springs.....	Water.....	**	**	*	*
Saugerties.....	Coal.....	**	**	*	*
Schenectady.....	Mixed.....	**	**	*	*
Suffern.....	Water.....	**	**	*	*
Syracuse.....	Water.....	**	**	*	*
Tarrytown.....	Water.....	**	**	*	*
Tonawanda.....	Coal.....	**	**	*	*
Troy.....	Water.....	**	**	*	*
Utica.....	Water.....	**	**	*	*
Watertown.....	Mixed.....	33.9	**	6.7	*
Waverly.....	Water.....	**	**	*	*
White Plains.....	Water.....	**	**	*	*
Yonkers.....	Water.....	**	**	*	*

* Not more than one grain.

** Less than 30 grains.

APPENDIX F

LIGHTING RATES FOR ELECTRICITY AND GAS.

132 PUBLIC SERVICE COMMISSION, SECOND DISTRICT

APPENDIX F

Statement showing maximum residential lighting rates for electricity and gas established by corporations, municipalities, and individuals under the jurisdiction of this Commission, applying in cities and incorporated villages as of December 31, 1920, or filed to become effective subsequent thereto.

Explanation of reference marks: A minimum monthly charge applies in all cases except where asterisk (*) is shown in connection with rate; such reference mark denotes that minimum monthly charge does not apply. "a" denotes Acetylene gas. "g" denotes Gasoline gas. "n" denotes Natural gas. "s" denotes assessment of a fixed monthly charge regardless of quantity of gas or electricity consumed. † denotes that a change has been made in rate or charge during 1920.

Municipality	Rates		Service furnished by
	Electricity per kw.h.	Gas per M cu.ft.	
Adams.....	\$.17	\$......	Adams El. Lt. Co.
Addison.....	.10		Addison El. Lt. and Pr. Co.
Addison.....		.70n	Addison Gas and Pr. Co.
Afton.....	.15		Afton-Windsor Lt., Ht. and Pr. Co., Inc.
Akron.....		.35n*	Republic Lt., Ht. and Pr. Co., Inc.
Akron.....	.10		Village of Akron
Albany.....	.08	1.50*†	Municipal Gas Co., Albany
Albion.....	.10	3.75†	Western New York Utilities Co., Inc.
Alden.....		.35n*	Republic Lt., Ht. and Pr. Co., Inc.
Alden.....	.09		Depew and Lancaster Lt., Pr. and Con. Co.
Alexander.....		.35n*	Republic Lt., Ht. and Pr. Co., Inc.
Alexandria Bay.....	.12		Northern New York Utilities, Inc.
Alfred.....		.48n*†	Empire Gas and Fuel Co., Ltd.
Allegany.....	.10†		Olean El. Lt. and Pr. Co.
Allegany.....		.67n†	Keystone Gas Co.
Altamont.....	.08		Municipal Gas Co., Albany
Altmar.....	.10		Niagara, Lockport and Ontario Pr. Co.
Amityville.....	.15	1.75	Long Island Lt. Co.
Amsterdam.....	.10		Adirondack Pr. and Lt. Corp.
Amsterdam.....		1.35n†	Chuctanunda Gas Lt. Co.
Andes.....	.15		William T. Hyser
Andover.....	.10†		Village of Andover
Andover.....		.48n*†	Empire Gas and Fuel Co., Ltd.
Angelica.....		.52n†	Producers Gas Co.
Angola.....		.37n*	Iroquois Natural Gas Co.
Angola.....	.08		Niagara and Erie Pr. Co.
Antwerp.....	.10		Antwerp Lt. and Pr. Co.
Arcade.....	.15†		Village of Arcade
Ardaley.....	.12	1.50*	Westchester Lt. Co.
Athens.....	.16†		Upper Hudson El. and R.R. Co.
Attica.....		.55n*	Republic Lt., Ht. and Pr. Co., Inc.
Attica.....	.12†		Genesee Lt. and Pr. Co.
Auburn.....	.13	1.50	Empire Gas and El. Co.
Auburn.....	.15*		Aurora El. Lt. Co.
Avoca.....	.16‡		Wayne Pr. Co.
Avon.....	.15		Avon El. Co.
Avon.....		.40n	Pavilion Natural Gas Co.
Babylon.....	.15	1.75	Long Island Lt. Co.
Bainbridge.....	.16†		Standard Lt., Ht. and Pr. Co.
Baldwinsville.....	.12†		Seneca River Pr. Co.
Baldwinsville.....		.75n†	Baldwinsville Lt. and Ht. Co.
Ballston Spa.....	.10		Adirondack Pr. and Lt. Corp.
Barker.....	.10		Western New York Utilities Co., Inc.
Batavia.....	.10		Genesee Lt. and Pr. Co.
Batavia.....		.35n*	Republic Lt., Ht. and Pr. Co., Inc.
Bath.....	.14†		Village of Bath
Bath.....		2.00s*†	Bath El. and Gas Lt. Co.
Beacon.....	.15	2.00†	Southern Dutchess Gas and Electric Co.
Belleville.....	.15		Harlow E. Ralph
Bellport.....	.15		Patchogue El. Lt. Co.
Bellport.....		1.90s*†	Patchogue Gas Co.
Belmont.....		.52n†	Producers Gas Co.
Bemus Point.....	.12		Western New York El. Co.
Bergen.....	.10		Village of Bergen
Bergen.....		.50n*	Churchville Oil and Nat. Gas Co.
Binghamton.....	.15		Binghamton Lt., Ht. and Pr. Co.
Binghamton.....		1.55†	Binghamton Gas Works
Blasdell.....	.08		Buffalo General El. Co.
Blasdell.....		.37n*	Iroquois Natural Gas Co.
Black River.....	.10		Empire Wood Pulp Co.
Bloomington.....	.12‡		Paul Smith's El. Lt. and Pr. and R.R. Co.
Bolivar.....		.30n*	Alfred C. McDonnell
Bolivar.....		.48n*†	Empire Gas and Fuel Co. Ltd.
Boonville.....	.07		Village of Boonville
Brewster.....	.11		Geo. Juengst & Sons
Briarcliff Manor.....	.15	1.65*	Northern Westchester Lt. Co.
Brightwaters.....		1.75	Long Island Lt. Co.
Brookport.....		2.10s†	Brookport Gas Lt. Co.

APPENDIX F: LIGHTING RATES

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LIGHTING RATES for electricity and gas (continued)

Municipality	Rates		Service furnished by
	Electricity per kw.h.	Gas per M cu.ft.	
Brookport.....	.10	.....	Western New York Utilities, Inc.
Brocton.....	.08	.....	Niagara and Erie Power Co.
Brocton.....	.10	.....	Village of Brocton
Brocton.....	.....	.40n*	Brocton Gas and Fuel Co.
Bronxville.....	.12	.....	Lawrence Park Ht., Lt. and Pr. Co.
Bronxville.....	.12	1.50*	Westchester Ltg. Co.
Brookfield.....	.15*	.....	Brookfield El. Lt. and Pr. Co.
Brownville.....	.09	.....	Northern New York Utilities, Inc.
Buffalo.....	.08	.....	Buffalo General El. Co.
Buffalo.....	.....	1.65	William J. Judge
Buffalo.....	.....	.40n*	Republic Lt., Ht. and Pr. Co., Inc.
Buffalo.....	.....	.37n*	Iroquois Nat. Gas Co.
Caledonia.....	.....	.55ns*	Caledonia Nat. Gas Co.
Caledonia.....	.....	.55ns*	Tri-County Nat. Gas Co.
Caledonia.....	.15	.....	Livingston-Niagara Pr. Co.
Cambridge.....	.10s*	.....	Consolidated El. Co.
Camden.....	.15†	.....	Village of Camden
Camillus.....	.08	.....	Syracuse Ltg. Co.
Canajoharie.....	.10	.....	Montgomery El. Lt. and Pr. Co.
Canandaigua.....	.10	1.50	Rochester Gas and El. Corp.
Canaseraga.....	.30†	.....	Canaseraga Ht., Lt. and Pr. Co.
Canastota.....	.....	2.85†	Central New York Pr. Co.
Canastota.....	.12	.....	Adirondack Pr. and Lt. Corp.
Candor.....	.21†	.....	Seely El. Co.
Canistota.....	.....	.48n†	Canistota Gas Co.
Canistota.....	.20	.....	J. H. Anderson
Canton.....	.10	.....	Canton El. Lt. and Pr. Co.
Cape Vincent.....	.12	.....	Northern New York Utilities, Inc.
Carthage.....	.09	.....	Northern New York Utilities, Inc.
Castile.....	.12*	.....	Village of Castile
Castleton.....	.14	.....	Schodack Lt. and Pr. Corp.
Catakill.....	.16†	2.70†	Upper Hudson El. and R.R. Co.
Cattaraugus.....	.13†	.....	Cattaraugus El. Lt. and Pr. Co.
Cattaraugus.....	.....	.37n*	Iroquois Nat. Gas Co.
Cayuga.....	.....	1.50	Empire Gas and El. Co.
Cayuga Heights.....	.12	2.00†	New York State Gas and El. Corp.
Cazenovia.....	.05s†	.....	Cazenovia El. Co.
Cedarhurst.....	.14	1.40	Queens Borough Gas and El. Co.
Celoron.....	.10	.....	Jamestown Ltg. and Pr. Co.
Central Square.....	.14	.....	North Syracuse Lt. and Pr. Co.
Champlain.....	.13†	.....	Champlain El. Co.
Chateaugay.....	.13†	.....	Chasm Power Co.
Chatham.....	.15	.....	Chatham El. Lt., Ht. and Pr. Co.
Chaumont.....	.12	.....	Northern New York Utilities, Inc.
Cherry Creek.....	.08s*	.....	Iroquois Utilities, Inc.
Cherry Valley.....	.12†	.....	Montgomery El. Lt. and Pr. Co.
Cherry Valley.....	.....	12.50a	Cherry Valley Gas Co.
Chester.....	.15	.....	Orange and Rockland El. Co.
Chittenango.....	.12*	.....	William J. Phillips
Churchville.....	.12	.....	Village of Churchville
Churchville.....	.....	.80n	Churchville Oil and Nat. Gas Co.
Clayton.....	.12	.....	Northern New York Utilities, Inc.
Clayville.....	.11	.....	Utica Gas and El. Co.
Clifton Springs.....	.15†	.....	Village of Clifton Springs
Clifton Springs.....	.....	1.75†	Clifton Springs Sanitarium Co.
Clinton.....	.15*	.....	Village of Clinton
Clyde.....	.13	.....	Empire Gas and El. Co.
Cobleskill.....	.12	.....	Fulton County Gas and El. Co.
Cohocton.....	.16†	.....	Wayne Power Co.
Cohoes.....	.07†	2.35s*†	Cohoes Pr. and Lt. Corp.
Cold Brook.....	.12	.....	Newport El. Lt. and Pr. Co.
Cold Spring.....	.15s	.....	Cold Spring Lt., Ht. and Pr. Co.
Cooperstown.....	.15†	.....	Southern New York Pr. Co.
Copenhagen.....	.12	.....	Deer River Power Co.
Corfu.....	.12	.....	Genesee Lt. and Pr. Co.
Corfu.....	.....	.35n*	Republic Lt., Ht. and Pr. Co., Inc.
Corinth.....	.08	.....	Corinth El. Lt. and Pr. Co.
Corning.....	.12	2.00†	Corning Lt. and Pr. Corp.
Corning.....	.....	.65n	Crystal City Gas Co.
Cornwall.....	.16	.....	Central Hudson Gas and El. Co.
Cortland.....	.10	.....	Cortland County Tr. Co.
Cortland.....	.....	2.50†	New York State Gas and El. Corp.
Coxsackie.....	.16†	.....	Upper Hudson El. and R.R. Co.
Croghan.....	.09	Northern New York Utilities, Inc.
Croton-on-Hudson.....	.15	Northern Westchester Ltg. Co.

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LIGHTING RATES for electricity and gas (continued)

Municipality	Rates		Service furnished by
	Electricity per kw h.	Gas per M cu.ft.	
Cuba.....	.12	.....	Cuba El. Co., Inc.
Cuba.....	.....	.48n*†	Empire Gas and Fuel Co., Ltd.
Dansville.....	.19†	2.25†	Dansville Gas and El. Co.
Delevan.....	.12†	.....	Village of Delevan
Delhi.....	.20†	.....	Delaware County El. Lt. and Pr. Co.
Depew.....	.09	.....	Depew and Lancaster Lt., Pr. and Con. Co.
Depew.....	.....	.37n*	Iroquois Nat. Gas Co.
Deposit.....	.15	.....	Southern New York Pr. Co.
DeRuyter.....	.....	2.00	De Ruyter Gas Co.
Dexter.....	.09	.....	Northern New York Utilities, Inc.
Dobbs Ferry.....	.12	1.50*	Westchester Ltg. Co.
Dolgeville.....	.11†	.....	Utica Gas and El. Co.
Dryden.....	.....	12.50a*	Village of Dryden
Dundee.....	.20	.....	Dundee El. Ltg. Plant
Dunkirk.....	.08†	.....	City of Dunkirk
Dunkirk.....	.....	.30n*	Republic Lt., Ht. and Pr. Co., Inc.
Earlville.....	.16†	.....	Earlville El. Lt. Co.
East Aurora.....	.12‡	.....	East Aurora El. Lt. Co.
East Aurora.....	.....	.37n*	Iroquois Nat. Gas Co.
East Bloomfield.....	.....	.35n*	Republic Lt., Ht. and Pr. Co., Inc.
East Randolph.....	.08a*	.....	Iroquois Utilities, Inc.
East Rochester.....	.08	1.30a*†	Rochester Gas and El. Corp.
East Rockaway.....	.14	1.40	Queens Borough Gas and El. Co.
East Syracuse.....	.....	1.50*	Syracuse Suburban Gas Co., Inc.
East Syracuse.....	.08	.....	Syracuse Ltg. Co.
Eastwood.....	.08	.95*	Syracuse Ltg. Co.
Edwards.....	.12	.....	Edwards Lt. and Pr. Co.
Elba.....	.12	.....	Genesee Lt. and Pr. Co.
Elbridge.....	.10	.....	Jordan El. Lt. and Pr. Co.
Elisabethtown.....	.15	.....	Elisabethtown El. Plant
Ellenville.....	.14	.....	Ellenville El. Co.
Ellicottville.....	.13	.....	Ellicottville El. Lt. Co.
Elmira.....	.10	.68n†	Elmira Water, Lt. and R.R. Co.
Elmira Heights.....	.10	.....	Elmira Water, Lt. and R.R. Co.
Elmsford.....	.12	1.50*	Westchester Ltg. Co.
Endicott.....	.10†	.....	Binghamton Ry. Co.
Fairport.....	.....	1.30a*†	Rochester Gas and El. Corp.
Fairport.....	.08	.....	Fairport Municipal Plant
Falconer.....	.....	.37n*	Pennsylvania Gas Co.
Falconer.....	.10	.....	Jamestown Ltg. and Pr. Co.
Farmingdale.....	.15	1.75	Long Island Ltg. Co.
Farnham.....	.08	.....	Niagara and Erie Pr. Co.
Farnham.....	.....	.35n*	Republic Lt., Ht. and Pr. Co., Inc.
Fayetteville.....	.08	.....	Syracuse Ltg. Co.
Fishkill.....	.15	.....	Southern Dutchess Gas and El. Co.
Fleischmanns.....	.....	25.00a	Catskill Mountain Gas Co.
Floral Park.....	.12	.....	Nassau Lt. and Pr. Co.
Floral Park.....	.....	2.25a*	Public Service Corp., Long Island
Florida.....	.15	.....	Orange and Rockland El. Co.
Fonda.....	.10	.....	Cayadutta Generating Co.
Forestville.....	.....	.30n*	Republic Lt., Ht. and Pr. Co., Inc.
Fort Ann.....	.10†	.....	Kanes Falls El. Co.
Fort Covington.....	.12	.....	Fort Covington Lt., Ht. and Pr. Co.
Fort Edward.....	.10	2.85†	United Gas, El. Lt. and Fuel Co., Sandy Hill and Fort Edward
Fort Johnson.....	.10	.....	Adirondack Pr. and Lt. Corp.
Fort Plain.....	.10	2.00	Fort Plain Gas and El. Lt., Ht. and Pr. Co.
Frankfort.....	.07	.....	Village of Frankfort
Frankfort.....	.....	1.50†	Utica Gas and El. Co.
Franklin.....	.15	.....	Delaware and Otsego Lt. and Pr. Co.
Franklinville.....	.11†	.....	Olean El. Lt. and Pr. Co.
Fredonia.....	.08	.....	Niagara and Erie Pr. Co.
Fredonia.....	.....	.32n*	Frost Gas Co.
Freeport.....	.10	.....	Village of Freeport
Freeport.....	.....	2.25a*†	Nassau and Suffolk Ltg. Co.
Friendship.....	.....	.52n†	Producers Gas Co.
Fulton.....	.....	2.50a*†	Fulton Fuel and Lt. Co.
Fulton.....	.08	.....	Oswego River Pr. Trans. Co.
Fulton.....	.11	.....	Fulton Lt., Ht. and Pr. Co.
Fultonville.....	.10	.....	Cayadutta Generating Co.
Gainesville.....	.15	.....	Warsaw Gas and El. Co.
Geneseo.....	.15†	2.80*	Genesee Gas Lt. Co.
Geneva.....	.13	1.50	Empire Gas and El. Co.
Glen Cove.....	.12†	.....	Nassau Lt. and Pr. Co.
Glen Cove.....	.12†	.....	Glen Cove Lt. and Pr. Co.

LIGHTING RATES for electricity and gas (continued)

Municipality	Rates		Service furnished by
	Electricity per kw.h.	Gas per M cu.ft.	
Glen Cove.....	.....	2.09s*†	Sea Cliff and Glen Cove Gas Co.
Glen Park.....	.09	.....	Northern New York Utilities, Inc.
Glens Falls.....	.10	2.60†	Glens Falls Gas and El. Lt. Co.
Glens Falls.....	.10	.....	Adirondack Pr. and Lt. Corp.
Gloversville.....	.09	1.50s*†	Fulton County Gas and El. Co.
Goshen.....	.....	2.00	Goshen Illuminating Co.
Goshen.....	.15	.....	Orange and Rockland El. Co.
Gouverneur.....	.12	.....	St. Lawrence Trans. Co.
Gowanda.....	.08s*	.....	Iroquois Utilities, Inc.
Gowanda.....	.....	.32n*	Gowanda Nat. Gas Co.
Granville.....	.15	2.50s*†	Granville El. and Gas Co.
Great Neck Estates.....	.....	2.25s*†	Public Service Corp., Long Island
Great Neck Estates.....	.12	.....	Nassau Lt. and Pr. Co.
Greene.....	.15†	.....	Village of Greene
Green Island.....	.08	.....	Village of Green Island
Green Island.....	.....	1.50†	Municipal Gas Co., Albany
Green Island.....	.11	.....	Adirondack Pr. and Lt. Corp.
Greenport.....	.14†	.....	Village of Greenport
Greenwich.....	.10s*	.....	Consolidated El. Co.
Groton.....	.10	.....	Ovid El. Co.
Hagaman.....	.10	.....	Adirondack Pr. and Lt. Corp.
Hamburg.....	.....	.37n*	Iroquois Nat. Gas Co.
Hamburg.....	.09	.....	Depew and Lancaster Lt., Pr. and Con. Co.
Hamilton.....	.16†	.....	Village of Hamilton
Hammond.....	.14	.....	Hammond Lt. and Pr. Co.
Hammondsport.....	.15†	.....	Hammondsport El. Lt. Co.
Hancock.....	.15	.....	Southern New York Pr. Co.
Hannibal.....	.12	.....	Oswego River Pr. Trans. Co.
Harrisville.....	.12†	.....	Harrisville El. Lt. and Pr. Co.
Hastings.....	.12	1.50*	Westchester Ltg. Co.
Haverstraw.....	.....	2.50†	West Shore Gas Co.
Haverstraw.....	.15	.....	Rockland Lt. and Pr. Co.
Hempstead.....	.12	.....	Nassau Lt. and Pr. Co.
Hempstead.....	.....	2.25s†	Nassau and Suffolk Ltg. Co.
Henderson.....	.17	.....	Lake Shore El. Co.
Herkimer.....	.08‡	.....	Village of Herkimer
Herkimer.....	.....	1.50s*†	Utica Gas and El. Co.
Herkimer.....	.....	.....	Herkimer El. Lt. Co.
Herkimer.....	.12	.....	St. Lawrence Trans. Co.
Heuvelton.....	.11	.....	Orange and Rockland El. Co.
Highland Falls.....	.15	.....	Rockland Lt. and Pr. Co.
Hillburn.....	.15	.....	West Branch Lt. and Pr. Co.
Hobart.....	.20†	.....	Republic Lt., Ht. and Pr. Co., Inc.
Holcomb.....	.....	.35n*	Utica Gas and El. Co.
Holland Patent.....	.11	.....	Village of Holley
Holley.....	.10	.....	Cortland County Tr. Co.
Homer.....	.10	.....	New York State Gas and El. Corp.
Homer.....	.....	2.50†	Republic Lt., Ht. and Pr. Co., Inc.
Honeoye Falls.....	.....	.35n*	Lima-Honeoye El. Lt. and R.R. Co.
Honeoye Falls.....	.15	.....	Twin State Gas and El. Co.
Hoosick Falls.....	.15	.....	Hornell El. Co.
Hornell.....	.16‡	.....	Hornell Gas Lt. Co.
Hornell.....	.....	.48n†	Elmira Water, Lt. and R.R. Co.
Horseheads.....	.10	.....	Albany Southern R.R. Co.
Hudson.....	.12s*†	1.50s*	United Gas, El. Lt. and Fuel Co., Sandy
Hudson Falls.....	.10	2.85†	Hill and Fort Edward
Hunter.....	.21†	.....	Upper Hudson El. and R.R. Co.
Ilion.....	.07‡	.....	Village of Ilion
Ilion.....	.11†	1.50s*†	Utica Gas and El. Co.
Interlaken.....	.15	.....	Ovid El. Co.
Irvington.....	.12	1.50*	Westchester Ltg. Co.
Ithaca.....	.12	2.00†	New York State Gas and El. Corp.
Jamestown.....	.07‡†	.....	Jamestown Ltg. and Pr. Co.
Jamestown.....	.07‡†	.....	City of Jamestown
Jamestown.....	.....	.37n*	Pennsylvania Gas Co.
Johnson City.....	.15	.....	Binghamton Lt., Ht. and Pr. Co.
Johnson City.....	.....	1.55†	Binghamton Gas Works
Johnstown.....	.09	1.50s*†	Fulton County Gas and El. Co.
Jordan.....	.10	.....	Jordan El. Lt. and Pr. Co.
Keeseville.....	.12‡†	.....	Northern Adirondack Pr. Co.
Kenmore.....	.08	.....	Buffalo General El. Co.
Kenmore.....	.....	1.20†	Village of Kenmore
Kinderhook.....	.12s*†	.....	Albany Southern R.R. Co.
Kingston.....	.11	1.15	Kingston Gas and El. Co.
Lackawanna.....	.08	Buffalo General El. Co.

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LIGHTING RATES for electricity and gas (continued)

Municipality	Rates		Service furnished by
	Electricity per kw.h.	Gas per M cu.ft.	
Lackawanna.....	.....	.37n*	Iroquois Nat. Gas Co.
Lacona.....	.....	.75n	Sandy Creek Oil and Gas Co., Ltd.
Lacona.....	.10	.....	Niagara, Lockport and Ontario Pr. Co.
Lake George.....	.12†	.....	Adirondack Fr. and Lt. Corp.
Lake Placid.....	.10	.....	Village of Lake Placid
Lakewood.....	.12	.....	Western New York El. Co.
Lancaster.....	.09	.37n	Depew and Lancaster Lt., Fr. and Con. Co.
Lancaster.....	.....	.37n*	Iroquois Nat. Gas Co.
Larchmont.....	.12	1.35*	Westchester Lt. Co.
LaSalle.....	.12	.....	Niagara Falls Gas and El. Lt. Co.
LaSalle.....	.06	.....	LaSalle El. Corp.
Laurens.....	.15†	.....	Southern New York Pr. Co.
Lawrence.....	.14	1.40	Queens Borough Gas and El. Co.
Leicester.....	.....	.40n	Pavilion Nat. Gas Co.
LeRoy.....	.12†	.....	LeRoy Hydraulic El. Gas Co.
LeRoy.....	.....	.40n	Pavilion Nat. Gas Co.
Lewiston.....	.10	.....	Lewiston and Lake Ontario Shore Pr. Co.
Liberty.....	.15	.....	Liberty Lt. and Pr. Co.
Lima.....	.....	.35n*	Republic Lt., Ht. and Pr. Co., Inc.
Lima.....	.15	.....	Lima-Honeoye El. Lt. and R.R. Co.
Little Falls.....	.11†	1.50*†	Utica Gas and El. Co.
Little Valley.....	.10	.....	Village of Little Valley
Little Valley.....	.....	.37n*	Iroquois Nat. Gas Co.
Liverpool.....	.08	.....	Syracuse Lt. Co.
Livonia.....	.15	.....	Livonia Lt. and Ht. Co.
Lockport.....	.05n*	1.60†	Lockport Lt., Ht. and Pr. Co.
Long Beach.....	.....	2.00n*	Long Beach Gas Co., Inc.
Long Beach.....	.25	.....	Long Beach Pr. Co.
Lowville.....	.09	.....	Northern New York Utilities, Inc.
Lynbrook.....	.14	1.40	Queens Borough Gas and El. Co.
Lyndonville.....	.10	.....	Western New York Utilities Co., Inc.
Lyons.....	.13	1.05n*	Empire Gas and El. Co.
Lyons Falls.....	.10n*	.....	G. H. P. Gould
Macedon.....	.12	.....	Village of Macedon
Madison.....	.15†	.....	Soleville El. Lt. and Pr. Co., Inc.
Malone.....	.10†	2.20†	Malone Lt. and Pr. Co.
Mamaroneck.....	.12	1.50*	Westchester Lt. Co.
Manchester.....	.10	.....	Rochester Gas and El. Corp.
Manlius.....	.12*	.....	William J. Phillips
Mannsville.....	.17	.....	Adams El. Lt. Co.
Marathon.....	.11†	.....	Village of Marathon
Marcellus.....	.10	.....	Marcellus Lt. Co., Inc.
Margaretville.....	.....	2.50n*	Margaretville Gas Lt. Co.
Marlboro.....	.16	.....	Central Hudson Gas and El. Co.
Massena.....	.10	.....	Massena El. Lt. and Pr. Co.
Mayfield.....	.12†	.....	Broadalbin El. Lt. and Pr. Co.
Mayville.....	.10*	.....	Village of Mayville
Mayville.....	.....	.55n*	Republic Lt., Ht. and Pr. Co., Inc.
McGrawville.....	.10	.....	Cortland County Tr. Co.
Mechanicville.....	.13†	1.50n*†	Halfmoon Lt., Ht. and Pr. Co.
Medina.....	.10	.....	Western New York Utilities Co., Inc.
Mexico.....	.12	.....	Mexico El. Co.
Middleburgh.....	.15*	.....	Middleburgh and S. El. Lt., Ht. and Pr. Co.
Middleport.....	.09	.....	Middleport Gas and El. Lt. Co.
Middleport.....	.10	.....	Western New York Utilities Co., Inc.
Middletown.....	.13†	2.00†	Orange County Public Service Corp.
Middleville.....	.12	.....	Middleville El. Lt. Co.
Millford.....	.15†	.....	Southern New York Pr. Co.
Millbrook.....	.....	15.00n*	Millbrook Gas and El. Co.
Millbrook.....	.20	.....	Central Hudson Gas and El. Co.
Millerton.....	.15	.....	Millerton El. Lt. Co.
Mineola.....	.12	.....	Nassau Lt. and Pr. Co.
Mineola.....	.....	2.25n*†	Nassau and Suffolk Lt. Co.
Minoa.....	.08	.....	Syracuse Lt. Co.
Mohawk.....	.10	.....	Village of Mohawk
Mohawk.....	.....	1.50n*†	Utica Gas and El. Co.
Monroe.....	.15	.....	Orange and Rockland El. Co.
Montgomery.....	.16	.....	Central Hudson Gas and El. Co.
Monticello.....	.15	.....	Murray El. Lt. and Pr. Co.
Montour Falls.....	.10	.....	Elmira Water, Lt. & R.R. Co.
Montour Falls.....	.....	1.00n	Consumers Nat. Gas Co.
Moers.....	.10	.....	Moers El. Lt. Co.
Moravia.....	.15	.....	Moravia El. Lt., Ht. and Pr. Co.
Morris.....	.16	.....	Morris Lt. and Pr. Corp.
Morristown.....	.12	.....	Gregory El. Co., Inc.

LIGHTING RATES for electricity and gas (*continued*)

Municipality	Rates		Service furnished by
	Electricity per kw.h.	Gas per M cu.ft.	
Morrisville.....	.15†	.....	M. B. Lt. and Pr. Co.
Mount Kisco.....	.15	.....	Westchester Ltg. Co.
Mount Morris.....	.12	.....	Mount Morris Illg. Co.
Mount Morris.....	.....	.40n	Pavilion Nat. Gas Co.
Mount Vernon.....	.12	1.25*	Westchester Ltg. Company
Naples.....	.....	1.00n	Granby & Hemenway Gas Co., Inc.
Naples.....	.16†	.....	Wayne Power Co.
Nassau.....	.12s*†	.....	Albany Southern R.R. Co.
Nelliston.....	.10	.....	Fulton County Gas and El. Co.
Nelsonville.....	.15s	.....	Cold Spring Lt., Ht. and Pr. Co.
Newark.....	.13	1.50	Empire Gas and El. Co.
Newark Valley.....	.15	.....	Village of Newark Valley
New Berlin.....	.20†	.....	New Berlin Lt. and Pr. Co.
Newburgh.....	.13	1.90†	Central Hudson Gas and El. Co.
New Hartford.....	.11	1.50†	Utica Gas and El. Co.
New Palts.....	.16	.....	Electric Lt. Co., New Palts
Newport.....	.12	.....	Newport El. Lt. and Pr. Co.
New Rochelle.....	.12	1.35*	Westchester Ltg. Co.
Niagara Falls.....	.06	.....	Niagara El. Service Corp.
Niagara Falls.....	.....	1.90*	Niagara Falls Gas and El. Lt. Co.
Nichols.....	.....	20.00s†	Nichols Gas Co.
North Collins.....	.08	.....	Niagara and Erie Pr. Co.
North Collins.....	.....	.32n*	North Collins Fuel and Supply Co.
North Pelham.....	.12	1.25*	Westchester Ltg. Co.
Northport.....	.15	.....	Long Island Ltg. Co.
North Tarrytown.....	.12	1.50*	Westchester Ltg. Co.
North Tonawanda.....	.10	.....	Tonawanda Pr. Co.
North Tonawanda.....	.....	1.20	Republic Lt., Ht. and Pr. Co., Inc.
Northville.....	.12†	.....	Broadalbin El. Lt. and Pr. Co.
Norwich.....	.17	2.25†	New York State Gas and El. Corp.
Norwood.....	.12†	.....	Norwood El. Lt. and Pr. Co.
Nunda.....	.14	.....	Nunda El. Lt. Co., Inc.
Nyack.....	.15	2.00*†	Rockland Lt. and Pr. Co.
Oakfield.....	.12	.....	Genesee Lt. and Pr. Co.
Odeessa.....	.10	.....	Elmira Water, Lt. and R.R. Co.
Ogdensburg.....	.10	.....	Ogdensburg Pr. and Lt. Co.
Ogdensburg.....	.....	2.25†	Ogdensburg Gas Co.
Old Forge.....	.18†	.....	Fulton Chain El. Co.
Olean.....	.10†	.....	Olean El. Lt. and Pr. Co.
Olean.....	.....	.52n†	Producers Gas Co.
Olean.....	.....	.37n*	Iroquois Nat. Gas Co.
Olean.....	.....	.67n†	Keystone Gas Co.
Oneida.....	.14	2.25s†	Adirondack Pr. and Lt. Corp.
Oneida.....	.10†	.....	Kenwood El. Lt. Co.
Oneida Castle.....	.14	.....	Adirondack Pr. and Lt. Corp.
Oneonta.....	.14	2.25†	New York State Gas and El. Corp.
Oriskany.....	.11	.....	Utica Gas and El. Co.
Oriskany Falls.....	.10	.....	E. S. Hamblin Co.
Ossining.....	.15	1.65*	Northern Westchester Ltg. Co.
Oswego.....	.09s*†	1.90s*†	Peoples Gas and El. Co., Oswego
Otego.....	.15	.....	Delaware and Otego Lt. and Pr. Co.
Ovid.....	.15	.....	Ovid El. Co.
Owego.....	.15	.....	Owego Lt. and Pr. Co.
Owego.....	.....	1.50s*†	Owego Gas Lt. Co.
Oxford.....	.17	.....	New York State Gas and El. Corp.
Painted Post.....	.12	.....	Corning Lt. and Pr. Co.
Palatine Bridge.....	.10	.....	Montgomery El. Lt. and Pr. Co.
Palmyra.....	.13	1.05s*	Empire Gas and El. Co.
Panama.....	.10	.....	Panama Pr. Co.
Parish.....	.12	.....	Mexico El. Co.
Patchogue.....	.....	1.90s*†	Patchogue Gas Co.
Patchogue.....	.15	.....	Patchogue El. Lt. Co.
Pawling.....	.15s	.....	Ralph A. Griffing
Peekskill.....	.15	1.70*	Peekskill Ltg. and R.R. Co.
Pelham.....	.12	1.25*	Westchester Ltg. Co.
Pelham Manor.....	.12	1.25*	Westchester Ltg. Co.
Penn Yan.....	.14†	.....	Village of Penn Yan
Penn Yan.....	.12	.....	Yates El. Lt. and Pr. Co.
Penn Yan.....	.....	1.90s†	Penn Yan Gas Lt. Co.
Perry.....	.....	.40n	Pavilion Nat. Gas Co.
Perry.....	.15	.....	Perry El. Co.
Phelps.....	.13	1.50	Empire Gas and El. Co.
Philadelphia.....	.10	.....	Village of Philadelphia
Philmont.....	.15	.....	Chatham El. Lt., Ht. and Pr. Co.
Phoenix.....	.12	.....	Seneca River Pr. Co.

LIGHTING RATES for electricity and gas (continued)

Municipality	Rates		Service furnished by
	Electricity per kw.h.	Gas per M cu.ft.	
Phoenix.....	.10*	.....	Phoenix Gas and El. Co., Inc.
Piermont.....	.15	2.00*†	Rockland Lt. and Pr. Co.
Pike.....	.11s†	.....	Genesee Valley Pr. Co.
Pittsford.....	.08	1.30s*†	Rochester Gas and El. Corp.
Plandome.....	.12	.....	Nassau Lt. and Pr. Co.
Plandome.....	.....	2.25s*†	Public Service Corp., Long Island
Plattsburgh.....	.15	2.10†	Plattsburgh Gas and El. Co.
Pleasant Valley.....	.16	.....	Central Hudson Gas and El. Co.
Pleasantville.....	.15	1.65*	Northern Westchester Ltg. Co.
Poland.....	.12	.....	Newport El. Lt. and Pr. Co.
Port Byron.....	.10	.....	Village of Port Byron
Port Chester.....	.12	1.50*	Westchester Ltg. Co.
Port Dickinson.....	.15	.....	Binghamton Lt., Ht. and Pr. Co.
Port Henry.....	.15	.....	Port Henry Lt., Ht. and Pr. Co.
Port Jervis.....	.13†	2.00†	Orange County Public Service Corp.
Port Leyden.....	.15s†	.....	Port Leyden El. Lt. and Pr. Co.
Portville.....	.....	.52n†	Producers Gas Co.
Portville.....	.15	.....	Portville Utility Co., Inc.
Potsdam.....	.10	.....	Potsdam El. Lt. and Pr. Co.
Poughkeepsie.....	.13	1.90†	Central Hudson Gas and El. Co.
Prospect.....	.11	.....	Utica Gas and El. Co.
Pulaski.....	.....	.77n	Pulaski Gas and Oil Co., Ltd.
Pulaski.....	.10	.....	Niagara, Lockport and Ontario Pr. Co.
Randolph.....	.08s*	.....	Iroquois Utilities, Inc.
Ravena.....	.12	.....	Atlantic Lt. and Pr. Co.
Ravena.....	.12	.....	Upper Hudson El. and R.R. Co.
Red Creek.....	.15	.....	Northern Wayne El. Lt. and Pr. Co.
Red Hook.....	.20	.....	Red Hook Lt. and Pr. Co.
Rensselaer.....	.12s*†	1.50s*†	Albany Southern R.R. Co.
Rensselaer Falls.....	.10	.....	Rensselaer Falls El. Lt. and Pr. Co.
Rhinebeck.....	.20	.....	Dutchess Lt., Ht. and Pr. Co.
Richburg.....	.....	.48n*†	Empire Gas and Fuel Co., Ltd.
Richburg.....	.....	.35n*	L. Hardman & Sons Gas Co.
Richburg.....	.....	.25n*	L. A. Hardman
Richfield Springs.....	.15†	.....	Southern New York Pr. Co.
Richmondville.....	.15	.....	Richmondville Lt. and Pr. Co.
Richville.....	.11	.....	St. Lawrence Trans. Co.
Rochester.....	.08	1.30s*†	Rochester Gas and El. Corp.
Rockville Center.....	.10†	.....	Village of Rockville Center
Rockville Center.....	.....	2.25s*†	Nassau and Suffolk Ltg. Co.
Rome.....	.12	1.60s*†	Rome Gas, El. Lt. and Pr. Co.
Rosendale.....	.15*	.....	Rondout Power Co.
Rouses Point.....	.20†	.....	Village of Rouses Point
Rushville.....	.....	.50n*	Rushville Mining and Gas Co.
Rye.....	.12	1.50*	Westchester Ltg. Co.
Sackets Harbor.....	.09	.....	Northern New York Utilities, Inc.
Sag Harbor.....	.....	2.00	Long Island Gas Corp.
Sag Harbor.....	.14	.....	Sag Harbor El. Lt. and Pr. Co.
St. Johnsville.....	.10†	.....	Adirondack Pr. and Lt. Corp.
Salamanca.....	.08†	.....	City of Salamanca
Salamanca.....	.....	.37n*	Iroquois Nat. Gas Co.
Salem.....	.15	.....	Salem Lt., Ht. and Pr. Co.
Sandy Creek.....	.....	.75n	Sandy Creek Oil and Gas Co., Ltd.
Sandy Creek.....	.10	.....	Niagara, Lockport and Ontario Pr. Co.
Sands Point.....	.12	.....	Nassau Lt. and Pr. Co.
Saranac Lake.....	.....	3.15s†	Mountain Gas Co., Inc.
Saranac Lake.....	.12‡	.....	Paul Smith's El. and Pr. and R.R. Co.
Saratoga Springs.....	.10	1.70	Adirondack Pr. and Lt. Corp.
Saugerties.....	.12‡	.....	Ulster El. Lt., Ht. and Pr. Co.
Saugerties.....	.....	2.10†	Saugerties Gas Lt. Co.
Savannah.....	.10	.....	Village of Savannah
Scarsdale.....	.12	1.50*	Westchester Ltg. Co.
Schaghticoke.....	.12	.....	Adirondack Pr. and Lt. Corp.
Schenectady.....	.10	1.60†	Adirondack Pr. and Lt. Corp.
Schenevus.....	.25†	.....	Great Bear Lt. and Pr. Co.
Schoharie.....	.15*	.....	Middleburgh and Schoharie El. Lt., Ht. and Pr. Co.
Schuylerville.....	.10s*	.....	Consolidated El. Co.
Scotin.....	.10	1.60†	Adirondack Pr. and Lt. Corp.
Scottsville.....	.....	.55ns*	Tri-County Nat. Gas Co.
Scottsville.....	.15	.....	Scottsville El. Lt. and Gas Co.
Sea Cliff.....	.12	.....	Nassau Lt. and Pr. Co.
Sea Cliff.....	.....	2.00s*†	Sea Cliff and Glen Cove Gas Co.

LIGHTING RATES for electricity and gas (*continued*)

Municipality	Rates		Service furnished by
	Electricity per kw.h.	Gas per M cu.ft.	
Seneca Falls.....	.13	1.50	Empire Gas and El. Co.
Sharon Springs.....	.12†	.....	Montgomery El. Lt. and Pr. Co.
Sherburne.....	.17†	.....	Village of Sherburne
Sherman.....	.13	.....	Sherman El. Lt. Co.
Shoreham.....	.15	.....	Long Island Ltg. Co.
Shortsville.....	.....	15.00a	Shortsville Acetylene Gas Plant
Shortsville.....	.10	.....	Rochester Gas and El. Corp.
Sidney.....	.16†	.....	Standard Lt., Ht. and Pr. Co.
Silver Creek.....	.09	.....	Silver Creek El. Co.
Silver Creek.....	.....	.30n*	Republic Lt., Ht. and Pr. Co., Inc.
Silver Springs.....	.09a*	.....	Village of Silver Springs
Sinclairville.....	.15*	.....	William Huntington
Skaneateles.....	.12	.....	Village of Skaneateles
Sloan.....	.09	.....	Depew and Lancaster Lt., Pr. and Con. Co.
Solvay.....	.10	.....	Village of Solvay
Solvay.....	.....	.95*	Syracuse Ltg. Co.
Southampton.....	.....	2.00	Long Island Gas Corp.
Southampton.....	.20	.....	Suffolk Lt., Ht. and Pr. Co.
South Dayton.....	.08a*	.....	Iroquois Utilities, Inc.
South Glens Falls.....	.10	2.85†	United Gas, El. Lt. and Fuel Co., Sandy Hill and Fort Edward
South Nyack.....	.15	2.00*†	Rockland Lt. and Pr. Co.
Spencer.....	.21†	.....	Seely El. Co.
Spencerport.....	.12	15.00a*	Village of Spencerport
Spring Valley.....	.15	.....	Rockland Lt. and Pr. Co.
Springville.....	.09†	.....	Village of Springville
Springville.....	.....	.37n*	Iroquois Nat. Gas Co.
Stamford.....	.20†	.....	West Branch Lt. and Pr. Co.
Stillwater.....	.13†	.....	Halfmoon Lt., Ht. and Pr. Co.
Suffern.....	.....	2.00	Suffern Gas Co.
Suffern.....	.15	.....	Rockland Lt. and Pr. Co.
Syracuse.....	.08	.95*	Syracuse Ltg. Co.
Tannersville.....	.21†	.....	Upper Hudson El. and R. R. Co.
Tarrytown.....	.12	1.50*	Westchester Ltg. Co.
Theresa.....	.12	.....	Village of Theresa
Theresa.....	.06*	.....	Theresa El. Lt. Co.
Ticonderoga.....	.10	.....	Ticonderoga El. Lt. and Pr. Co.
Tivoli.....	.20	.....	Red Hook Lt. and Pr. Co.
Tonawanda.....	.10	.....	Tonawanda Pr. Co.
Tonawanda.....	.....	1.20	Republic Lt., Ht. and Pr. Co., Inc.
Trenton.....	.11	.....	Utica Gas and El. Co.
Troy.....	.09	1.50*†	Troy Gas Co.
Trumansburg.....	.15	.....	Ovid El. Co.
Tuckahoe.....	.12	1.50*	Westchester Ltg. Co.
Tully.....	.20†	.....	Village of Tully
Tupper Lake.....	.10	.....	Village of Tupper Lake
Turin.....	.10a*	.....	G. H. P. Gould
Unadilla.....	.16†	.....	Standard Lt., Ht. and Pr. Co.
Union.....	.10†	.....	Village of Union
Unionville.....	.15	.....	Ralph Y. Matthews
Union Springs.....	.....	20.00a	Union Springs Gas Co.
Union Springs.....	.12a*	.....	Union Springs Lt. and Pr. Co.
Upper Nyack.....	.15	2.00*†	Rockland Lt. and Pr. Co.
Utica.....	.11	1.50†	Utica Gas and El. Co.
Valatie.....	.12a*	.....	Albany Southern R.R. Co.
Valley Falls.....	.12	.....	Adirondack Pr. and Lt. Corp.
Van Etten.....	.21†	.....	Seely El. Co.
Vernon.....	.14	.....	Adirondack Pr. and Lt. Corp.
Vernon.....	.15	.....	Tyler Lt. and Pr. Co., Inc.
Victor.....	.10	.....	Rochester Gas and El. Corp.
Victory Mills.....	.10a*	.....	Consolidated El. Co.
Voorheesville.....	.08	.....	Municipal Gas Co., Albany
Walden.....	.12	.....	Wallkill Valley El. Lt. and Pr. Co.
Walton.....	.15†	.....	Southern New York Pr. Co.
Wampsville.....	.14	.....	Adirondack Pr. and Lt. Corp.
Wappingers Falls.....	.15	.....	Dutchess Bleachery, Inc.
Warsaw.....	.15	.....	Warsaw Gas and El. Co.
Warsaw.....	.....	.40n	Pavilion Nat. Gas Co.
Warwick.....	.15	.....	Orange and Rockland El. Co.
Washingtonville.....	.15	.....	Orange and Rockland El. Co.
Waterford.....	.09	1.50*†	Troy Gas Co.
Waterloo.....	.13	1.50	Empire Gas and El. Co.
Watertown.....	.09	2.17†	Northern New York Utilities, Inc.
Waterville.....	.16†	2.25	Waterville Gas and El. Co.
Watervliet.....	.10	Adirondack Pr. and Lt. Corp.

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LIGHTING RATES for electricity and gas (concluded)

Municipality	Rates		Service furnished by
	Electricity per kw.h.	Gas per M cu.ft.	
Watervliet.....	.....	1.50*†	Municipal Gas Co., Albany
Watkins.....	.12	.....	Village of Watkins
Watkins.....	.....	1.60	Watkins Illg. and Pr. Co.
Watkins.....	.....	1.00n	Consumers Nat. Gas Co.
Waverly.....	.15	.....	Sayre El. Co.
Waverly.....	.....	1.65e*†	Gas Light Co., Waverly
Wayland.....	.16†	.....	Wayland Lt. and Pr. Co., Inc.
Webster.....	.13†	.....	Sodus Gas and El. Lt. Co.
Weedsport.....	.10	.....	Empire Gas and El. Co.
Wellsburg.....	.10	.....	Elmira Water, Lt. and R.R. Co.
Wellsville.....	.....	.48n*†	Empire Gas and Fuel Co., Ltd.
Wellsville.....	.11	.....	Village of Wellsville
West Carthage.....	.09	.....	Northern New York Utilities, Inc.
West Carthage.....	.12	.....	Deer River Pr. Co.
Westfield.....	.12†	.....	Village of Westfield
Westfield.....	.....	.40n*	Republic Lt., Ht. and Pr. Co., Inc.
West Haverstraw.....	.....	2.50†	West Shore Gas Co.
West Haverstraw.....	.15	.....	Rockland Lt. and Pr. Co.
Westport.....	.12†	.....	Wadhams and Westport El. Lt. and Pr. Co.
West Winfield.....	.20	.....	West Winfield El. Co.
Whitehall.....	.15	.....	Consolidated Lt. and Pr. Co., Whitehall
White Plains.....	.12	1.50*	Westchester Ltg. Co.
Whitesboro.....	.11	1.50†	Utica Gas and El. Co.
Whitney Point.....	.12	.....	Union El. Co.
Williamsville.....	.....	.60n*	Williamsville Nat. Gas Co.
Williamsville.....	.08	.....	Buffalo General El. Co.
Wilson.....	.12	.....	Bryant Pr. Co., Inc.
Windsor.....	.15	.....	Afton-Windsor Lt., Ht. and Pr. Co., Inc.
Windsor.....	.....	2.00g*	Wright & Bennett
Wolcott.....	.15	.....	Northern Wayne El. Lt. and Pr. Co.
Woodburgh.....	.14	1.40	Queens Borough Gas and El. Co.
Yonkers.....	.....	1.25*	Westchester Ltg. Co.
Yonkers.....	.12	.....	Yonkers El. Lt. and Pr. Co.
Yorkville.....	.11	1.50†	Utica Gas and El. Co.
Youngstown.....	.10	.....	Lewiston and Lake Ontario Shore Pr. Co.

APPENDIX G

MONTHLY RATES FOR GENERAL TELEPHONE SERVICE.

APPENDIX G

Monthly rates for general telephone service applying in cities and incorporated villages by corporations under the jurisdiction of this Commission, in effect as of December 31, 1920, or filed to become effective subsequent thereto.

The figures following the name of the exchange denote the name of the telephone corporation which serves such exchange as shown in list following this statement.

"B" denotes Business. "R" denotes Residence. * denotes no change in rates during 1920; in all other cases some or all rates have been changed.

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>
Adams (6).....	B-2.50 R-2.00	2.25 1.75	.....	.....
Akron (47).....	B-4.00 R-2.75	.....	3.25 2.25	.....
Albany (47).....	B-8.50 R-4.25	6.75 3.75	.....	.....
Albion (47).....	B-4.50 R-3.00	.....	3.00 3.50	.....
Alden (47).....	B-4.00 R-2.75	.....	2.50 2.25	.....
Alexander (47).....	B-..... R-.....	.....	.....	3.00 2.25
Alexander * (20).....	B-..... R-.....	.....	.....	1.83 1.50
Alexandria Bay * (73).....	B-3.00 R-2.25	.....	2.50 1.75	.....
Allegany (47).....	B-6.00 R-3.50	5.00 3.00	.....	.....
Allegany * (78).....	B-2.50 R-2.00	2.00 1.67	2.50 1.67	.....
Altamont (47).....	B-4.00 R-2.75	.....	1.33 2.25	.....
Altmar (6).....	B-..... R-.....	.....	.....	2.00 1.75
Amityville (47).....	B-4.00 R-3.00	.....	3.25 2.25	.....
Amsterdam (47).....	B-6.75 R-3.50	5.50 3.00	.....	.....
Andes * (22).....	B-2.75 R-2.25	.....	2.50	2.25 1.75
Angelica (2).....	B-4.00 R-2.75	.....	3.25 2.25	.....
Angola (47).....	B-4.00 R-2.75	.....	3.25 2.25	.....
Arcade (47).....	B-4.00 R-2.75	.....	3.25 2.25	.....
Arcade (25).....	B-2.33 R-2.33	.....	.....	1.83 1.67
Ardsley (47).....	B-6.00 R-3.50	5.00 3.00	.....	.....
Argyle (47).....	B-..... R-.....	.....	2.50	3.50 2.75
Arkport (47).....	B-3.25 R-2.50	.....	2.75 2.00	.....
Athens * (18).....	B-2.25 R-1.83	2.00	.....	.....
Athens (47).....	B-5.25 R-3.00	4.25	1.50	1.33
Attica (47).....	B-4.00 R-2.75	.....	2.50 2.25	.....
Auburn (47).....	B-6.75 R-3.75	5.50 3.25	.....	.....
Aurora (12).....	B-3.25 R-2.50	.....	2.75 2.00	.....
Avoca (47).....	B-4.00 R-2.75	.....	3.25 2.25	.....
Avon (47).....	B-4.00 R-2.75	.....	3.25 2.25	.....
Babylon (47).....	B-4.50 R-3.00	.....	3.50 2.50	.....
Bainbridge (77).....	B-2.50 R-2.25	.....	2.00 1.50	.....
Baldwinsville (47).....	B-4.00 R-2.75	.....	3.25 2.25	.....
Ballston Spa (47).....	B-4.50 R-3.00	.....	3.50 2.50	.....

MONTHLY RATES for general telephone service (continued)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	Dollars	Dollars	Dollars	Dollars
Barker (47).....	B-3.25		2.00	
	R-2.50		1.50	
Batavia (47).....	B-5.25	4.25		
	R-3.00		2.50	
Bath (47).....	B-4.00		3.25	
	R-2.75		2.25	
Beacon (47).....	B-5.25	4.25		
	R-3.00		2.50	
Belleville (6).....	B-			2.00
	R-			1.75
Bellport (47).....	B-4.00		3.00	
	R-3.00		2.00	
Belmont (2).....	B-4.00		3.25	
	R-2.75		2.25	
Bergen * (47).....	B & R-2.00			1.00
Bergen * (64).....	B-2.00			1.00
	R-1.50			1.00
Bemus Point * (34).....	B-			3.33
	R-			2.22
Binghamton (47).....	B-7.50	6.00		
	R-4.00	3.50	3.00	
Black River (49).....	B-3.75		3.00	
	R-2.75		2.25	
Blasdell (47).....	B-5.00	4.00		
Bolivar (2).....	B-4.00		3.25	
	R-2.75		2.25	
Boonville (6).....	B-2.50	2.25		
	R-2.00	1.75		
Brewster (47).....	B-4.00		3.25	
	R-2.75		2.25	
Briarcliff Manor (47).....	B-6.00	5.00		
	R-3.50	3.00	2.50	
Bridgewater (44).....	B-			2.50
	R-			1.75
Brookport * (47).....	B-3.00	2.00		
	R-2.00	1.50	1.00	
Brookport * (64).....	B-1.25	1.00		
	R-1.00			.75
Brocton (61).....	B-3.75		3.00	
	R-2.75		2.25	
Bronxville (47).....	R-4.00	3.50	3.00	
Brownville (47).....	B-			3.50
	R-			2.75
Buffalo (47).....	R-5.00	4.00		
Caledonia (47).....	B-4.00		3.25	
	R-2.75		2.25	
Cambridge (29).....	B-3.50	3.25	3.00	2.33
	R-2.75	2.50	2.25	2.25
Camden (47).....	B-4.00		3.25	
	R-2.75		2.25	
Canajoharie * (28).....	B-3.50	2.75		
	R-2.25		1.75	
Canandaigua * (47).....	B-2.00	1.50	1.25	
	R-1.50	1.25	1.00	
Canandaigua * (64).....	B-2.00	1.50		
	R-1.50	1.25	1.00	
Canaseraga (47).....	B-4.00		3.25	
	R-2.75		2.25	
Canastota (47).....	B-4.00		3.25	
	R-2.75		2.25	
Candor * (8).....	B-2.00			1.67
	R-1.67			1.25
Canisteo (47).....	B-4.00		3.25	
	R-2.75		2.25	
Canton (43).....	B-3.75	3.25		
	R-2.50		2.00	
Cape Vincent (9).....	B-3.00			2.00
	R-2.50			1.50
Carthage (49).....	B-4.25	3.75	3.25	
	R-3.25	2.75	2.25	
Castile (47).....	B-4.00		3.25	
	R-2.75		2.25	
Castleton (47).....	B-4.00		3.25	
	R-2.75		2.25	
Catskill (47).....	B-4.50		3.50	
	R-3.00		2.50	

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MONTHLY RATES for general telephone service (continued)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>
Cattaraugus (11).....	B-4.00		3.25	
	R-2.75		2.25	
Cayuga (47).....	B-3.25		2.75	
	R-2.50		2.00	
Cayuga Heights * (47).....	B-4.00	3.50		
	R-2.50	2.00	1.50	
Cazenovia * (13).....	B & R-2.92			1.46
Cedarhurst * (47).....	B-4.00	3.00		
	R-3.00	2.50		
Celoron * (34).....	B-7.78	6.11		
	R-3.61	3.06	2.50	
Champlain * (14).....	B-3.25	2.25	2.00	2.00
	R-3.25	2.25	1.50	1.50
Chateaugay (43).....	B-3.75	3.25		
	R-2.50		2.00	
Chatham (47).....	B-4.00		3.25	
	R-2.75		2.25	
Chaumont (75).....	B-3.00			1.75
	R-2.50			1.75
Cherry Creek (47).....	B-4.00		3.25	
	R-2.75		2.25	
Cherry Valley (55).....	B-3.75		3.25	
	R-2.50		2.00	
Chittenango Falls * (13).....	B & R-			1.46
Churchville * (47).....	B-2.00	1.50		
	R-1.67	1.25		1.00
Clayton * (73).....	B-3.00		2.50	
	R-2.25		1.75	
Clayville (84).....	B-			3.00
	R-			2.50
Cleveland (47).....	B-4.00		3.25	
	R-2.75		2.25	
Clifton Springs * (87).....	B-3.50		2.75	
	R-2.50		2.00	
Clinton (47).....	B-4.00		3.25	
	R-2.75		2.25	
Clyde (85).....	B-4.00		3.25	
	R-2.75		2.25	
Cobleskill (47).....	B-4.00		3.25	
	R-2.75		2.25	
Cohocton (47).....	B-4.00		3.25	
	R-2.75		2.25	
Cohoes (47).....	B-8.50	6.75		
	R-4.25	3.75	3.00	
Cold Brook (46).....	B-			2.75
	R-			2.00
Cold Spring (47).....	B-4.00		3.25	
	R-2.75		2.25	
Constableville (6).....	B-2.25	2.00		
	R-2.00	1.75		
Cooperstown (55).....	B-4.00		3.25	
	R-2.75		2.25	
Copenhagen (49).....	B-3.75		3.00	
	R-2.75		2.25	
Corfu * (20).....	B-2.50		2.08	
	R-2.08		1.83	1.50
Corning (47).....	B-5.25	4.25		
	R-3.00		2.50	
Cornwall * (19).....	B-4.00	3.00		2.08
	R-3.00	2.50		2.08
Cortland (47).....	B-6.00	5.00		
	R-3.50	3.00	2.50	
Coxsackie * (71).....	B-3.00			2.50
	R-2.00			1.50
Croghan (6).....	B-2.25	2.00		
	R-2.00	1.75		
Croton-on-Hudson (47).....	B-6.00	5.00		
	R-3.50	3.00	2.50	
Cuba (2).....	B-4.00		3.25	
	R-2.75		2.25	
Dannemora (43).....	B-3.25			2.50
	R-2.50			2.00
Dansville (47).....	B-4.50		3.50	
	R-3.00		2.50	
Delevan (11).....	B-4.00		3.25	
	R-2.75		2.25	

MONTHLY RATES for general telephone service (continued)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>
Delevan (25).....	B-2.33 R-2.33	.....	.....	1.83 1.67
Delhi (21).....	B-4.00 R-2.50	.....	3.00 2.00	.....
Depew (47).....	B-5.25 R-3.00	4.25	.....	.....
Deposit (47).....	B-4.00 R-2.75	.....	2.50 3.25	.....
Dexter (75).....	B-3.00 R-2.50	.....	2.25	.....
Dobbs Ferry (47).....	B-6.00 R-3.50	5.00 3.00	.....	1.75 1.75
Dolgeville (47).....	B-4.00 R-2.75	.....	3.25 2.25	.....
Dresden (47).....	B-..... R-.....	.....	.....	3.25 2.50
Dryden * (82).....	B-..... R-.....	.....	.....	2.25 1.75
Dunkirk (47).....	B-6.00 R-3.50	5.00 3.00	.....	.....
Earlville * (24).....	B-2.00 R-1.75	.....	2.50	.....
East Aurora (47).....	B-4.50 R-3.00	.....	3.50 2.50	1.50
East Bloomfield (52).....	B-3.75 R-3.25	.....	.....	2.75 2.25
East Randolph * (34).....	B-..... R-.....	.....	.....	3.33 2.22
East Rochester (47).....	B-4.50 R-3.00	.....	3.50 2.50	.....
East Syracuse (47).....	B-4.00 R-2.75	.....	3.25 2.25	.....
Eastwood (47).....	B-0.50 R-4.25	7.50 3.50	.....	.....
Elba (47).....	B-3.25 R-2.50	.....	2.75 2.00	.....
Elbridge (47).....	B-..... R-.....	.....	.....	3.00 2.25
Elisabethtown (43).....	B-3.25 R-2.50	.....	2.50 2.00	.....
Ellenville (47).....	B-4.00 R-2.75	.....	3.25 2.25	.....
Elliottsville (11).....	B-4.00 R-2.75	.....	3.25 2.25	.....
Ellisburg (6).....	B-..... R-.....	.....	.....	2.00 1.75
Elmira (47).....	B-6.75 R-3.75	5.50 3.25	.....	.....
Elmira Heights (47).....	B-6.75 R-3.75	5.50 3.25	2.75	.....
Elmsford (47).....	R-3.75 B-4.50	3.25	2.75	.....
Endicott (47).....	R-3.00 B-3.25	.....	3.50 2.50	.....
Fabius (47).....	R-2.50 B-.....	.....	2.75 2.00	.....
Fair Haven (47).....	B-..... R-4.50	.....	.....	3.25 2.50
Fairport (47).....	R-3.00 B-7.75	.....	3.50 2.50	.....
Falconer * (34).....	R-3.61 B-4.00	6.11 3.06	.....	.....
Farmingdale (47).....	R-3.00 B-.....	.....	2.50 3.25	.....
Farnham (47).....	B-..... R-4.00	.....	2.25	3.00 2.25
Fayetteville (47).....	B-2.75 B-4.00	.....	3.25	.....
Fleischmanns (47).....	B-4.00 R-2.75	.....	2.25	.....
Floral Park (47).....	B-4.00 R-3.00	2.25
Fonda * (28).....	B-3.00 R-2.00	2.50
Forestport (6).....	B-2.25 R-1.75	1.50 1.25

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MONTHLY RATES for general telephone service (continued)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>
Forestville (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Fort Ann * (29).....	B-3.25	3.00	2.75	2.58
	R-2.50	2.25	2.00	2.00
Fort Covington (43).....	B-3.25	.....	.....	2.50
	R-2.50	.....	.....	2.00
Fort Edward (47).....	B-6.75	5.50	.....	.....
	R-3.75	3.25	2.75	.....
Fort Johnson (47).....	B-.....	.....	.....	3.50
	R-.....	.....	.....	2.50
Fort Plain * (28).....	B-3.50	2.75	.....	.....
	R-2.25	.....	1.75	.....
Frankfort (47).....	B-6.00	5.00	.....	.....
	R-3.50	3.00	2.50	.....
Franklinville (11).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Fredonia (23).....	B-5.50	4.50	.....	.....
	R-3.25	2.75	2.25	.....
Freeport (47).....	B-5.25	4.25	.....	.....
	R-3.50	3.00	2.50	.....
Friendship (27).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Fulton (54).....	B-4.75	3.75	.....	.....
	R-3.00	2.50	2.25	.....
Fultonville * (28).....	B-3.00	2.50	.....	.....
	R-2.00	.....	1.50	.....
Gainesville (47).....	B-.....	.....	.....	3.00
	R-.....	.....	.....	2.25
Geneseo (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Geneva (47).....	B-5.25	4.25	.....	.....
	R-3.00	.....	2.50	.....
Glen Cove (47).....	B-5.25	4.25	.....	.....
	R-3.50	3.00	2.50	.....
Glen Park (47).....	B-.....	.....	.....	3.50
	R-.....	.....	.....	2.75
Glens Falls (47).....	B-6.75	5.50	.....	.....
	R-3.75	3.25	2.75	.....
Gloversville * (23).....	B-4.50	4.00	.....	.....
	R-2.75	2.25	1.75	.....
Goshen (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Gouverneur (43).....	B-3.75	3.25	.....	.....
	R-2.50	.....	2.00	.....
Gowanda (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Granville (29).....	B-4.00	3.25	3.00	2.83
	R-2.75	2.50	2.25	2.25
Great Neck Estates (47).....	B-4.50	.....	3.50	.....
	R-3.00	.....	2.50	.....
Greene (16).....	B-2.29	.....	.....	1.98
	R-1.98	.....	.....	1.66
Green Island (47).....	B-8.50	6.75	.....	.....
	R-4.25	3.75	3.00	.....
Greenport (47).....	B-4.00	.....	3.25	.....
(Suffolk county)	R-3.00	.....	2.25	.....
Greenwich (47).....	B-4.50	.....	3.50	.....
	R-3.00	.....	2.50	.....
Groton (26).....	B-4.00	3.25	.....	3.00
	R-3.00	2.75	2.50	2.25
Groton (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Hagaman (47).....	B-.....	.....	.....	3.50
	R-.....	.....	.....	2.50
Hamburg (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Hamilton (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Harriman (31).....	B-.....	.....	.....	2.50
	R-.....	.....	.....	2.00
Harrisville (49).....	B-3.75	.....	3.00	.....
	R-2.75	.....	2.25	.....
Hastings-on-Hudson (47).....	B-5.25	4.25	.....	.....
	R-3.00	.....	2.50	.....

MONTHLY RATES for general telephone service (*continued*)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>
Haverstraw (47).....	B-5.25 R-3.00	4.25	2.50	
Hempstead (47).....	B-5.25 R-3.50	4.25 3.00	2.50	
Henderson (6).....	B-2.25 R-2.00	2.00 1.75		
Herkimer (47).....	B-6.00 R-3.50	5.00 3.00	2.50	
Hermon (30).....	B-1.50 R-1.25			
Heuvelton (43).....	B-3.25 R-2.50			2.50 2.00
Highland Falls (47).....	B-4.00 R-2.75		3.25 2.25	
Hillburn (47).....	B-5.25 R-3.00	4.25	2.50	
Hilton * (32).....	B-2.75 R-2.00			1.50
Hobart * (65).....	B-2.50 R-2.00		2.00 1.50	
Holcomb (52).....	B-3.75 R-3.25			2.75 2.25
Holland Patent (51).....	B-3.00 R-2.25		2.50 1.75	
Holley (47).....	B-4.00 R-2.75		3.25 2.25	
Homer (47).....	B-6.00 R-3.50	5.00 3.00	2.50	
Honeoye Falls (47).....	B-4.00 R-2.75		3.25 2.25	
Hoosick Falls (47).....	B-4.50 R-3.00		3.50 2.50	
Hornell (47).....	B-5.25 R-3.00	4.25	2.50	
Horseheads (47).....	B-4.00 R-2.75		3.25 2.25	
Hudson * (18).....	B-2.25 R-1.83	2.00	1.50	1.33
Hudson (47).....	B-5.25 R-3.00	4.25	2.50	
Hudson Falls (47).....	B-6.75 R-3.75	5.50 3.25	2.75	
Hunter * (10).....	B-3.00 R-2.00	2.50 1.75	2.00 1.50	
Ilion (47).....	B-6.00 R-3.50	5.00 3.00	2.50	
Interlaken (47).....	B-3.25 R-2.50		2.75 2.00	
Irvington (47).....	B-6.00 R-3.50	5.00 3.00	2.50	
Ithaca * (47).....	B-4.00 R-2.50	3.50 2.00	1.50	
Jamestown * (34).....	B-7.78 R-3.61	6.11 3.06	2.50	
Johnson City (47).....	B-7.50 R-4.00	6.00 3.50	3.00	
Johnstown * (28).....	B-4.00 R-2.75	3.50 2.25	1.75	
Jordan (47).....	B-4.00 R-2.75		3.25 2.25	
Keeseville * (35).....	B-3.00 R-2.00		2.00	2.00 1.50
Kenmore (47).....	R-5.00	4.00		
Kinderhook (79).....	B-4.00 R-3.00			3.00 2.00
Kingston (47).....	B-6.75 R-3.75	5.50 3.25	2.75	
Lackawanna (47).....	R-5.00	4.00		
Lacona (6).....	B-2.50 R-2.00	2.00 1.75		
Lake George (47).....	B-4.00 R-2.75		3.25 2.25	
Lake Placid (43).....	B-3.75 R-2.50	3.25	2.00	

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MONTHLY RATES for general telephone service (continued)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>
Lakewood * (34).....	B-5.56	.....	3.89	.....
	R-3.33	2.78	2.50	.....
Lancaster (47).....	B-5.25	4.25	.....	.....
	R-3.00	.....	2.50	.....
Larchmont (47).....	R-4.00	3.50	3.00	.....
LaSalle (47).....	B-6.75	5.50	.....	.....
	R-3.75	3.25	2.75	.....
Limestone (47).....	B-.....	.....	.....	3.25
	R-.....	.....	.....	2.50
Laurens * (45).....	B & R-.....	.....	.....	1.00
Lawrence * (47).....	B-4.00	3.00	.....	.....
	R-3.00	2.50	.....	.....
Leicester (47).....	B-4.50	.....	3.50	.....
	R-3.00	.....	2.50	.....
LeRoy (47).....	B-4.50	.....	3.50	.....
	R-3.00	.....	2.50	.....
Lewiston (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Liberty (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Lima (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Liale (16).....	B-2.29	.....	.....	1.98
	R-1.98	.....	.....	1.67
Little Falls (47).....	B-5.25	4.25	.....	.....
	R-3.00	.....	2.50	.....
Little Valley (11).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Liverpool (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Livonia (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Lockport (47).....	B-6.00	5.00	.....	.....
	R-3.50	3.00	2.50	.....
Long Beach (47).....	B-4.00	.....	3.25	.....
	R-3.00	.....	2.25	.....
Lowville (6).....	B-2.50	2.25	.....	.....
	R-2.00	1.75	.....	.....
Lynbrook (47).....	B-5.25	4.25	.....	.....
	R-3.50	3.00	2.50	.....
Lyndonville (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Lyons (85).....	B-4.00	.....	3.00	.....
	R-2.50	.....	2.00	.....
Lyons Falls (6).....	B-2.50	2.00	.....	.....
	R-2.00	1.75	.....	.....
Macedon (85).....	B-3.25	.....	2.75	.....
	R-2.50	.....	2.00	.....
Malone (43).....	B-4.25	3.75	.....	.....
	R-3.00	2.50	2.00	.....
Mamaroneck (47).....	B-6.00	5.00	.....	.....
	R-3.50	3.00	2.50	.....
Manchester (63).....	B-4.00	.....	.....	3.25
	R-2.75	.....	.....	2.25
Manlius (36).....	B-3.00	.....	2.00	.....
	R-2.25	.....	1.75	.....
Mannsville (6).....	B-2.25	2.00	.....	.....
	R-2.00	1.75	.....	.....
Marcellus (38).....	B-2.75	.....	2.25	.....
	R-2.50	.....	1.75	.....
Marlboro (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Massena (43).....	B-3.75	3.25	.....	.....
	R-2.50	.....	2.00	.....
Mayfield * (28).....	B-.....	.....	.....	3.50
	R-.....	.....	.....	2.00
Mayville (40).....	B-3.75	3.33	.....	.....
	R-2.50	2.25	2.00	.....
Mechanicville (47).....	B-5.25	4.25	.....	.....
	R-3.00	.....	2.50	.....
Medina (47).....	B-4.50	.....	3.50	.....
	R-3.00	.....	2.50	.....
Mexico (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Middleport (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....

MONTHLY RATES for general telephone service (continued)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>
Middletown (53)	B-4.50	.....	4.00	3.00
	R-2.75	2.25	2.00	2.50
Middleville (46)	B-.....	.....	.....	2.75
	R-.....	.....	.....	2.00
Milford * (45)	B & R-.....	.....	.....	1.00
Milford (55)	B-3.25	.....	2.75	.....
	R-2.25	.....	1.75	.....
Millbrook (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Minoa (47)	B-.....	.....	.....	3.00
	R-.....	.....	.....	2.25
Mohawk (47)	B-6.00	5.00	.....	.....
	R-3.50	3.00	2.50	.....
Monroe (31)	B-3.50	.....	2.75	.....
	R-2.50	.....	2.00	.....
Monticello (41)	B-4.00	3.25	2.75	.....
	R-3.25	2.75	2.25	.....
Montgomery * (80)	B-3.25	.....	.....	2.25
	R-2.50	.....	.....	1.75
Montour Falls (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Moore * (14)	B-3.25	2.25	2.00	2.00
	R-3.25	2.25	1.50	1.50
Moravia (46)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Morristown * (5)	B-2.25	.....	.....	1.50
	R-.....	.....	.....	1.25
Morrisville * (42)	B-2.00	.....	.....	1.75
	R-1.75	.....	.....	1.50
Mount Kisco (47)	B-4.00	.....	3.25	.....
	R-3.00	.....	2.50	.....
Mount Morris (47)	B-4.50	.....	3.50	.....
	R-3.00	.....	2.50	.....
Mount Vernon (47)	B-4.00	3.50	3.00	.....
Naples (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Nassau * (17)	B-2.50	.....	.....	2.00
	R-2.00	.....	.....	1.50
Nelliston * (28)	B-3.50	2.75	.....	.....
	R-2.25	.....	1.75	.....
Nelsonville (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Newark (85)	B-4.50	.....	3.50	.....
	R-3.00	.....	2.50	.....
Newark Valley (48)	B & R-2.17	.....	1.83	1.67
New Berlin (44)	B-2.75	.....	.....	2.25
	R-2.25	.....	.....	1.75
Newburgh (47)	B-6.75	5.50	.....	.....
	R-3.75	3.25	2.75	.....
Newfield (47)	B-3.25	.....	2.75	.....
	R-2.50	.....	2.00	.....
New Hartford * (47)	B-5.00	4.00	3.00	.....
	R-3.00	2.50	2.00	.....
New Palts (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Newport (46)	B-3.25	2.75	.....	.....
	R-2.50	2.00	.....	.....
New Rochelle (47)	B-4.00	3.50	3.00	.....
Niagara Falls (47)	B-6.75	5.50	.....	.....
	R-3.75	3.25	2.75	.....
North Bangor (43)	B-.....	.....	.....	2.50
	R-.....	.....	.....	2.00
North Collins (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Northport (47)	B-4.00	.....	3.25	.....
	R-3.00	.....	2.25	.....
North Tarrytown (47)	B-.....	.....	.....	3.25
	R-.....	.....	.....	2.50
North Tonawanda (47)	B-6.75	5.50	.....	.....
	R-3.50	3.00	2.50	.....
Northville * (28)	B-2.50	2.00	.....	.....
	R-2.00	1.50
Norwich * (47)	B-3.00	2.50	2.00
	R-1.75	1.50	1.25
Norwich (39)	B-2.25	1.92	1.59
	R-1.75	1.50	1.25

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MONTHLY RATES for general telephone service (continued)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	Dollars	Dollars	Dollars	Dollars
Norwood (43).....	B-3.75 R-2.50	3.25	2.00	2.00
Nunda (64).....	B-2.50 R-2.00			1.25
Nyack (47).....	B-5.25 R-3.00	4.25	2.50	
Oakfield (47).....	B-4.00 R-2.75		3.25 2.25	
Ogdensburg (43).....	B-4.25 R-3.00	3.75	2.00	
Old Forge * (6).....	B-2.50 R-2.00	2.25 1.75	2.00	1.50
Olean (47).....	B-6.00 R-3.50	5.00 3.00	2.50	
Olean * (78).....	B-2.50 R-2.00	2.00	1.67	
Oneida (47).....	B-5.25 R-3.00	4.25	2.50	
Oneida Castle (47).....	B-5.25 R-3.00	4.25	2.50	
Oneonta * (55).....	B-4.50 R-3.00	3.50 2.50	2.00	
Oramel (2).....	B-..... R-.....			3.00 2.25
Oriakany (47).....	B-..... R-.....			3.75 3.00
Ossining (47).....	B-6.00 R-3.50	5.00 3.00	2.50	
Oswego (47).....	B-6.00 R-3.50	5.00 3.00	2.50	
Otego (55).....	B-3.50 R-2.25		3.00 1.75	
Owego (47).....	B-4.50 R-3.00		3.50 2.50	
Painted Post (47).....	B-5.25 R-3.00	4.25	2.50	
Palatine Bridge * (28).....	B-3.50 R-2.25	2.75	1.75	
Palmyra (85).....	B-4.00 R-2.75		3.25 2.25	
Panama (3).....	B-2.75 R-2.25	2.25 2.00		1.92 1.75
Parish (47).....	B-3.25 R-2.50		2.75 2.00	
Patchogue (47).....	B-4.50 R-3.00		3.50 2.50	
Patchogue * (72).....	B-3.00 R-2.00	1.50 1.25	1.25 1.00	1.25 1.00
Pawling (47).....	B-4.00 R-2.75		3.25 2.25	
Peekskill (47).....	B-6.00 R-3.50	5.00 3.00	2.50	
Pelham (47).....	R-4.00	3.50	3.00	
Pelham Manor (47).....	R-4.00	3.50	3.00	
Penn Yan (47).....	B-4.50 R-3.00		3.50 2.50	
Perry (57).....	B-3.50 R-2.75	3.00 2.50		2.00
Perrysburg (47).....	B-..... R-.....			3.00 2.25
Phelps (87).....	B-3.50 R-2.50		2.75 2.00	
Philmont (47).....	B-4.00 R-2.75		3.25 2.25	
Philmont * (18).....	B-2.75 R-2.50	2.50 2.17		1.83 1.38
Phoenix (54).....	B-3.75 R-2.75	3.00 2.25		
Piermont (47).....	B-5.25 R-3.00	4.25	2.50	
Pike (47).....	B-..... R-.....			3.00 2.25
Pine Hill (47).....	B-4.00 R-2.75		3.25 2.25	
Pine Hill (77).....	B-..... R-.....			2.50 2.00

MONTHLY RATES for general telephone service (continued)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>
Pittsford (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Plattsburgh (43).....	B-4.25	3.75	.....	.....
	R-8.00	2.50	2.00	.....
Pleasant Valley (47).....	B-3.25	.....	2.75	.....
	R-2.50	.....	2.00	.....
Pleasantville (47).....	B-4.00	.....	3.25	.....
	R-3.00	.....	2.50	.....
Poland (46).....	B-.....	.....	.....	2.75
	R-.....	.....	.....	2.00
Port Byron (58).....	B-2.75	.....	.....	2.25
	R-2.25	.....	.....	1.75
Port Chester (47).....	B-6.00	5.00	.....	.....
	R-3.50	3.00	2.50	.....
Port Dickinson (47).....	B-7.50	6.00	.....	3.75
	R-4.00	3.50	3.00	3.00
Port Dickinson (16).....	B-2.25	.....	.....	1.98
	R-1.98	.....	.....	1.66
Port Henry * (59).....	B-3.00	2.50	2.00	.....
	R-2.50	2.00	1.50	.....
Port Jervis (60).....	B-4.00	3.50	.....	.....
	R-2.50	2.25	.....	.....
Port Leyden (6).....	B-.....	.....	.....	2.00
	R-.....	.....	.....	1.75
Portville (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Portville * (78).....	B-.....	.....	.....	2.00
	R-.....	.....	.....	1.50
Potsdam (43).....	B-3.75	3.25	.....	.....
	R-2.50	.....	2.00	.....
Poughkeepsie (47).....	B-6.75	5.50	.....	.....
	R-3.75	3.25	2.75	.....
Prospect (47).....	B-.....	.....	.....	3.00
	R-.....	.....	.....	2.25
Pulaski (6).....	B-2.50	2.25	.....	.....
	R-2.00	1.75	.....	.....
Randolph * (34).....	B-4.44	.....	3.33	.....
	R-3.33	.....	2.22	.....
Ravena * (71).....	B-3.00	.....	.....	2.50
	R-2.00	.....	.....	1.50
Red Creek (85).....	B-3.25	.....	2.75	.....
	R-2.50	.....	2.00	.....
Red Hook * (62).....	B-3.00	.....	.....	2.50
	R-2.50	.....	.....	2.00
Remsen * (6).....	B-2.00	1.50	.....	.....
	R-1.50	1.25	.....	.....
Renasselaer (47).....	B-6.50	6.75	.....	.....
	R-4.25	3.75	3.00	.....
Renasselaer Falls (43).....	B-.....	.....	.....	2.50
	R-.....	.....	.....	2.00
Rhinebeck * (62).....	B-3.50	.....	3.00	2.50
	R-3.00	.....	2.50	2.00
Richburg (2).....	B-.....	.....	.....	3.00
	R-.....	.....	.....	2.25
Richfield Springs (55).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Richmondville * (15).....	B & R-1.50	.....	.....	1.25
Rifton (47).....	B-.....	.....	.....	3.00
	R-.....	.....	.....	2.25
Rochester (47).....	B-0.50	7.50	.....	.....
	R-4.25	3.50	.....	.....
Rochester * (64).....	B-5.50	4.50	.....	3.25
	R-5.50	4.50	.....	2.75
Rockville Center (47).....	B-5.25	4.25	.....	.....
	R-3.50	3.00	2.50	.....
Rome (47).....	B-6.00	5.00	.....	.....
	R-3.50	3.00	2.50	.....
Rosendale (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Rouses Point * (14).....	B-3.25	2.25	2.00	2.00
	R-3.25	2.25	1.50	1.50
Rushville (67).....	B-3.75	3.50	3.25	3.25
	R-3.50	3.25	3.00	3.00
Rye (47).....	B-6.00	5.00
	R-3.50	3.00	2.50

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MONTHLY RATES for general telephone service (continued)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>
Sackets Harbor (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Sag Harbor (47).....	B-4.00	.....	3.25	.....
	R-3.00	.....	2.25	.....
St. Johnsville * (28).....	B-3.50	2.75	.....	.....
	R-2.25	.....	1.75	.....
Salamanca (47).....	B-5.25	4.25	.....	.....
	R-3.00	.....	2.50	.....
Salem (29).....	B-3.50	3.25	3.00	2.83
	R-2.75	2.50	2.25	2.25
Sands Point (47).....	R-7.50	5.00	4.00	.....
Sandy Creek (6).....	B-.....	.....	.....	2.00
	R-.....	.....	.....	1.75
Saranac Lake (43).....	B-4.25	3.75	.....	.....
	R-3.00	2.50	2.00	.....
Saratoga Springs (47).....	B-5.25	4.25	.....	.....
	R-3.00	.....	2.50	.....
Saugerties (47).....	B-4.50	.....	3.50	.....
	R-3.00	.....	2.50	.....
Searsdale (47).....	R-3.75	3.25	2.75	.....
Schaghticoke (47).....	B-4.00	.....	3.25	3.00
	R-2.75	.....	2.25	2.25
Schenectady (47).....	B-5.50	6.75	.....	.....
	R-4.25	3.75	3.00	.....
Schenevus (55).....	B-3.50	.....	3.00	.....
	R-2.25	.....	1.75	.....
Schuylerville (47).....	B-4.50	.....	3.50	.....
	R-3.00	.....	2.50	.....
Sootia (47).....	B-5.50	6.75	.....	.....
	R-4.25	3.75	3.00	.....
Scottsville (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Sea Cliff (47).....	B-5.25	4.25	.....	.....
	R-3.50	3.00	2.50	.....
Seneca Falls (47).....	B-5.25	4.25	.....	.....
	R-3.00	.....	2.50	.....
Sharon Springs (47).....	B-3.25	.....	2.75	.....
	R-2.50	.....	2.00	.....
Sherburne * (68).....	B-3.00	.....	2.50	.....
	R-2.25	.....	1.75	.....
Sherman (69).....	B-3.75	3.50	.....	2.50
	R-3.00	2.75	.....	2.25
Sherrill (47).....	B-.....	.....	.....	3.25
	R-.....	.....	.....	2.50
Shoreham (47).....	B-4.00	.....	3.00	.....
	R-3.00	.....	2.00	.....
Shortsville (63).....	B-4.00	.....	.....	3.25
	R-2.75	.....	.....	2.25
Sidney (77).....	B-3.25	2.75	.....	.....
	R-2.50	2.00	.....	.....
Silver Creek (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Silver Springs (47).....	B-.....	.....	.....	3.00
	R-.....	.....	.....	2.25
Skaneateles (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Solvay (47).....	B-4.50	.....	3.50	.....
	R-3.00	.....	2.50	.....
Southampton (47).....	B-4.50	.....	3.50	.....
	R-3.00	.....	2.50	.....
South Dayton (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
South Glens Falls (47).....	B-6.75	5.50	.....	.....
	R-3.75	3.25	2.75	.....
Spencerport (50).....	B-2.50	.....	.....	.....
	R-2.00	.....	1.50	.....
Spring Valley (47).....	B-5.25	4.25	.....	.....
	R-3.00	.....	2.50	.....
Spring Valley * (21).....	B-.....	.....	.....	2.75
	R-.....	.....	.....	2.00
Springville (47).....	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Stamford * (65).....	B-2.50	.....	2.00	.....
	R-2.00	.....	1.50	.....

MONTHLY RATES for general telephone service (continued)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>
Stillwater (47).....	B-5.25 R-3.00	4.25	2.50	.....
Suffern (47).....	B-5.25 R-3.00	4.25	2.50	.....
Syracuse (47).....	B-9.50 R-4.25	7.50 3.50	.....	.....
Tannersville * (66).....	B-4.00 R-3.00	3.00 2.50	2.00 1.50	1.50 1.50
Tarrytown (47).....	B-6.00 R-3.50	5.00 3.00	2.50	.....
Therea (49).....	B-3.75 R-2.75	3.00 2.25	.....	.....
Ticonderoga * (74).....	B-3.00 R-2.50	2.50 2.00	.....	1.50
Tivoli * (62).....	B-..... R-.....	.....	.....	2.50 2.00
Tivoli * (18).....	B-2.75 R-2.50	2.50 2.17	.....	1.83 1.38
Tonawanda (47).....	B-6.75 R-3.50	5.50 3.00	2.50	.....
Troy (47).....	B-8.50 R-4.25	6.75 3.75	3.00	.....
Trumansburg (76).....	B-2.75 R-2.38	.....	.....	2.00 1.75
Trumansburg (47).....	B-4.00 R-2.75	.....	3.25 2.25	.....
Tuckahoe (47).....	R-4.00	3.50	3.00	.....
Tully (47).....	B-3.25 R-2.50	.....	2.75 2.00	.....
Tupper Lake (43).....	B-3.75 R-2.50	3.25	2.00	.....
Turin (6).....	B-..... R-.....	.....	.....	2.00 1.75
Unadilla * (77).....	B-3.25 R-2.50	2.75 1.75	.....	.....
Union (47).....	B-4.50 R-3.00	.....	3.50 2.50	.....
Union Springs (47).....	B-4.00 R-2.75	.....	3.25 2.25	.....
Unionville (47).....	B-..... R-.....	.....	.....	3.25 2.50
Utica (47).....	B-8.50 R-4.25	6.75 3.75	8.00	.....
Valatie (79).....	B-4.00 R-3.00	.....	.....	3.00 2.00
Valley Falls (47).....	B-4.00 R-2.75	.....	3.25 2.25	.....
Victor (47).....	B-4.00 R-2.75	.....	3.25 2.25	.....
Victory Mills (47).....	B-4.50 R-3.00	.....	3.50 2.50	.....
Voorheesville (47).....	B-4.00 R-2.75	.....	3.25 2.25	.....
Waddington (43).....	B-..... R-.....	.....	.....	2.50 2.00
Walden * (80).....	B-3.25 R-2.50	2.75 2.25	2.25	2.25 1.75
Walton * (82).....	B-2.75 R-2.25	2.25 1.75	.....	.....
Wampsville (47).....	B-..... R-.....	.....	.....	3.25 2.50
Wappingers Falls (47).....	B-4.00 R-2.75	.....	3.25 2.25	.....
Warsaw (47).....	B-4.00 R-2.75	.....	3.25 2.25	.....
Warwick * (83).....	B-3.00 R-2.00	2.88 1.88	2.75 1.75	.....
Washingtonville (31).....	B-3.50 R-2.50	.....	2.75 2.00	.....
Waterford (47).....	B-8.50 R-4.25	6.75 3.75	.....	.....
Waterloo (47).....	B-5.25 R-3.00	4.25	3.00 2.50	.....

MONTHLY RATES for general telephone service (concluded)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>	<i>Dollars</i>
Watertown (47).....	B-6.75 R-3.75	5.50 3.25	..... 2.75	..........
Waterville (84).....	B-3.75 R-2.75	3.00 2.25	..........	..........
Watervliet (47).....	B-8.50 R-4.25	6.75 3.75	..... 3.00	..........
Watkins (47).....	B-4.00 R-2.75	..... .....	3.25 2.25	..........
Waverly (47).....	B-5.25 R-3.00	4.25 .....	..... 2.50	..........
Wayland (47).....	B-4.00 R-2.75	..... .....	3.25 2.25	..........
Webster (47).....	B-4.00 R-2.75	..... .....	3.25 2.25	..........
Weedsport (47).....	B-4.00 R-2.75	..... .....	3.25 2.25	..........
Wellsville (2).....	B-4.50 R-3.00	..... .....	3.50 2.50	..........
West Carthage (49).....	B-..... R-.....	..... .....	..... .....	2.75 2.25
Westfield (86).....	B-3.75 R-2.75	..... .....	3.00 2.25	..........
West Haverstraw (47).....	B-5.25 R-3.00	4.25 .....	..... 2.50	..........
Whitehall (29).....	B-4.00 R-2.75	3.25 2.50	3.00 2.25	2.83 2.25
White Plains (47).....	R-3.75	3.25	2.75	.....
Whitesboro * (47).....	B-5.00 R-3.00	4.00 2.50	3.00 2.00	..........
Whitney Point (16).....	B-2.29 R-1.98	..... .....	..... .....	1.98 1.66
Williamsville (47).....	B-4.00 R-2.75	..... .....	3.25 2.25	..........
Wilson (47).....	B-4.00 R-2.75	..... .....	3.25 2.25	..........
Wolcott (85).....	B-4.00 R-2.75	..... .....	3.25 2.25	..........
Wyoming (47).....	B-3.25 R-2.50	..... .....	2.75 2.00	..........
Yonkers (47).....	R-4.00	3.50	3.00
Yorkville (47).....	B-5.00 R-3.00	4.00 2.50	3.00 2.00
Youngstown (47).....	B-4.00 R-2.75	3.25 2.25

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| <ul style="list-style-type: none"> 2. Allegany County Telephone Co. 3. Ashville and Panama Telephone Co. 5. Black Lake Telephone Lines. 6. Black River Telephone Co. 8. Candor Telephone Co. 9. Cape Vincent Telephone Co. 10. Catekill Mountain Telephone Co. 11. Cattaraugus Union Telephone Co. 12. Cayuga Southern Telephone Co. 13. Casenovia Telephone Co. 14. Champlain Telephone Co. 15. Charlotte Valley Telephone Co. 16. Chenango Valley Telephone Co. 17. Columbia and Rensselaer Telephone and Telegraph Co. 18. Columbia Telephone Co. 19. Cornwall Telephone Co. 20. Darien Telephone Co. 21. Delhi Telephone Co. 22. Downsview Telephone Co. 23. Dunkirk and Fredonia Telephone Co. 24. Earlville Telephone Co. 25. Erie-Wyoming Telephone Co. 26. Farm and Village Telephone Co. 27. Friendship Telephone Co. 28. Glen Telephone Co. 29. Granville Telephone Co. 30. Hermon Telephone Co. 31. Highland Telephone Co. 32. Hilton Telephone Co. 34. Jamestown Telephone Corp. 35. Keeseville Telephone Co. 36. Lewis and Hall Telephone Co. 38. Marcellus Telephone Co. 39. Marquis Telephone and Telegraph Co. 40. Mayville Telephone Co. 41. Monticello Telephone Co. 42. Morrisville Telephone Co. 43. Mountain Home Telephone Co. 44. New Berlin Telephone Co. 45. New Lisbon Farm Telephone Co. | <ul style="list-style-type: none"> 46. Newport Telephone Co., Inc. 47. New York Telephone Co. 48. Northern Tioga Telephone Co. 49. Northwestern Telephone Corp. 50. Ogdén Telephone Co. 51. Oneida County Rural Telephone Co. 52. Ontario County Mutual Telephone Co. 53. Orange County Telephone Co. 54. Oswego County Independent Telephone Co. 55. Otsego and Delaware Telephone Co. 56. Paul Smith's Hotel Co. 57. Perry Telephone Co. 58. Port Byron Telephone Co. 59. Port Henry Telephone Co. 60. Port Jervis Telephone Co. 61. Portland Telephone Co. 62. Red Hook Telephone Co. 63. Red Jacket Telephone Co. 64. Rochester Telephone Co. 65. Rose Telephone Co. 66. Schoharie Telephone Co. 67. Seneca-Gorham Telephone Co. 68. Sherburne Telephone Co. 69. Sherman Telephone Co. 71. State Telephone Co. 72. Suffolk County Telephone Co. 73. Thousand Island Telephone Co., Inc. 74. Ticonderoga Home Telephone Co. 75. Township Telephone Co. 76. Trumansburg Home Telephone Co. 77. Union Telephone Co., Inc. 78. Union Telephone Co. of Erie. 79. Valatie Telephone Co. 80. Walden Telephone Co. 82. Walton People's Telephone Co. 83. Warwick Valley Telephone Co. 84. Waterville Telephone Co. 85. Wayne Telephone Co. 86. Westfield Telephone Co. 87. Phelps Mutual Telephone Co. |
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